COUNTY OF SANTA BARBARA

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Draft Mitigated Negative Declaration

SoCal Gas Line 80 Abandonment Demolition and Reclamation Plan

18DRP-00000-00002 & 18CDP-00000-00068
21NDG-00000-00002
May 5, 2021

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1.0 REQUEST/PROJECT DESCRIPTION

The project is for a Demolition and Reclamation Permit (DRP) to allow for the removal and abandonment of SoCal Gas Company's Line 80. The portions of Line 80 that are proposed to be abandoned in place or removed are located adjacent to an existing bike path, east of Sandspit Road, extend south, under Tecolotito Creek/Goleta Slough, then west under Sandspit Road, traverse through the Goleta Beach County Park, westward, under SR 217, and terminate at an existing paved SoCalGas facility, east of Mesa Road. The project is made up of four segments along Line 80; Segments 1 and 3 include above and below ground pipeline removal and Segments 2 and 4 include below ground pipeline abandonment.

Segment 1 includes above-ground removal of Line 80 and associated supports (approximately 23 supports) near the bank of Tecolito Creek (505 linear feet; support structure depth is approximately 7.0 feet), and removal and replacement of the existing Line 159 creosote-coated span support. The replacement support would extend less than two feet above the ground surface and would be drilled to a depth of 40 feet below ground approximately 10 feet from the creek bank. This replacement is required by the Code of Federal Regulation rule (49 CFR 92.161) issued by the U.S. Department of Transportation which states that each support or anchor on an exposed pipeline must be made of durable, noncombustible material. Segment 2 of pipeline runs under the Tecolotito Creek/Goleta Slough and State Route 217 (SR 217) and would be abandoned in place. After removing residual hydrocarbons and filling the pipe with 37 cubic feet of grout (130 linear feet; depth is approximately between 2.0 and 5.0 feet), plates would be placed over the open ends of the abandoned pipeline. Segment 3 will include excavation and removal of underground pipeline south of Tecolotito Creek/Goleta Slough, through Goleta Beach County Park, and up to the eastern boundary of the bike path parallel to SR 217 (1,565 linear feet; depth is approximately between 2.0 and 5.0 feet). Lastly, Segment 4 which runs to the eastern wall of an existing paved SoCalGas facility is proposed to be abandoned in place and filled with 322 cubic feet of grout (1,141 linear feet; depth is approximately between 2.0 and 5.0 feet).

In total, approximately 2,000 linear feet of pipeline is to be removed and approximately 1,300 linear feet of pipeline is proposed to be abandoned in place. Line 80 is within the unincorporated County coastal zone and within the Eastern Goleta Valley Community Plan (EGVCP) area. Segments 1 and 2 are in the California Coastal Commission (CCC) Permit Jurisdiction. Segments 3 and 4 are in the California Coastal Commission Appeal Jurisdiction. The portion of pipeline that is to be abandoned in place under SR 217 is under the City of Santa Barbara's jurisdiction but administered by the CCC and Caltrans. Lastly, the terminus on UCSB is under University of California Regents/UCSB jurisdiction. The Coastal Commission and UCSB will process concurrent permit requests for those portions of the project within their respective jurisdictions. A total of 2.11 acres (91,900 square feet) of disturbance is proposed for the work areas and access routes/ramps. Grading will include approximately 2,768.5 cubic yards (CY) of cut and approximately 2,959.5 CY of fill. No trees are proposed for removal.

2.0 PROJECT LOCATION

The project site is primarily located southeast of California SR 217, east of the UCSB, and west of More Ranch Road in unincorporated Santa Barbara County in the Second Supervisorial District. The project site includes Assessor Parcel Numbers: 071-200-011, -008, -017, 071-210-001, 073-450-001, and 073-130-001. The project-related pipeline and the extent of the project site are shown in Figure 1. The project site is within the United States Geological Survey (USGS) Goleta, California 7.5-minute topographic quadrangle (USGS 2015) and the Public Land Survey System depicts the project site within Township 4N, Range 28W and Section 20, San Bernardino Meridian (Earth Point 2018).

2.1 Site Information	
Comprehensive Plan Designation	Urban, Public Utilities, Recreation, City of Goleta, UCSB UT, PU, RECREATION/OPEN SPACE, UCSB
Zoning District, Ordinance	Article II Coastal Zoning Ordinance: 071-200-011; 071-200-008; 071-210-001: PU, Public Utilities;

	071-200-017: REC, Recreation 073-130-001: UCSB
Site Size	3,341 linear feet long over 6 parcels totaling 594.9 acres in size
Present Use & Development	Goleta Beach Park, Slough Nature Reserve/Open Space, Public Utility & UCSB
Surrounding Uses/Zoning	North: Santa Barbara Municipal Airport & the Goleta Sanitary District South: Goleta Beach & Pacific Ocean East: Goleta Slough & Agriculture West: UCSB
Access	Sandspit Road and Goleta Beach parking lot
Public Services	Water Supply Goleta Water Sewage: NA Fire: Santa Barbara County

3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL SETTING

While the Coastal Commission and UCSB maintain permit separate permit jurisdictions over separate segments of the proposed project, this Mitigated Negative Declaration studies the environmental effects of the project in its entirety (See Figure 3 below).

The project site includes the pipeline alignment which runs through the Goleta Slough, along the Goleta Beach parking lot, and into the western part of UCSB's campus. The project site has been historically disturbed by recreational and agricultural uses. The topography of the project area is mostly flat, with elevation onsite ranging from zero to 10 feet above mean sea level. Based on data from the Online Web Soil Survey, Aquents, fill areas underlies the majority of the site (63.3 percent), Beaches underlies the next greatest percentage of the site (19.8 percent), followed by Camarillo fine sandy loam (8 percent), and Baywood loamy sand, 2 to 9 percent slopes (BcC; 7.1 percent). The Goleta Slough itself is 430 acres and is comprised of freshwater wetlands and tidal marsh. The Goleta Slough Watershed is a large expanse of open water and estuarine/wetland habitats that supports a rich and diverse coastal ecosystem of biological and cultural importance, and provides important ecosystem services such as floodwater storage capacity and the filtering of pollutants contained within stormwater runoff. The area is primarily open space, although portions of land near the slough have been developed and a large portion of the slough itself has been filled and developed. The Slough contains breeding populations of listed species such as the State listed endangered Belding's savannah sparrow (Passerculus sandwichensis beldingi), the federally listed tidewater goby (Eucyclogobius newberryi) and Southern California steelhead trout (Oncorhynchus mykiss irideus), Distinct Population Segment (DPS), as well as other species of federal, state, and local concern.

Native vegetation within the project vicinity is fragmented, but includes riparian and upland woodlands, coastal scrub, native and non-native grasslands, and wetlands (e.g., vernal pools). Relatively undisturbed habitats are present along narrow riparian corridors, in scattered undeveloped lands of varying sizes, and in protected open space areas. Eight vegetation alliances were identified and mapped throughout the project site. Of those, six are considered sensitive by the Sensitive Natural Communities List. Predominant fauna of the area include small terrestrial mammals and rodents, plus an abundance of marine fish and shellfish resources. Deer, rabbit, and other littoral species would also have been important resources to prehistoric inhabitants of the area. Based on the database and literature review, 35 special status wildlife species are known or have the potential to occur within the vicinity, and the project area lies within federally designated critical habitat for tidewater goby and southern California steelhead.

Given the documented prehistoric and historic occupation of the Goleta Slough, undisturbed pockets of cultural material may be present within the project area. Lands immediately surrounding the project site include developed and Open Space lands associated with UCSB to the west, the Santa Barbara Municipal Airport to the north, and undeveloped open space/recreational lands associated with the Goleta Slough to the north and

Figure 1. Project Site and Vicinity.

east. Undeveloped land surrounding the project site is characterized by open water and estuarine/wetland habitats dominated by coastal scrub, and riparian communities. The nearest area of concentrated population is UCSB, located immediately west of the project site. These jurisdictions are shown in Figure 3 below. Existing infrastructure surrounding in the area includes Highway 217 and the bike path to the north, as well as agriculture and utility services owned by SoCal Gas to the east. Highway 217 is the main roadway in the surrounding area.

Line 80 connects to Line 159 which traverses over Atascadero Creek. Removal and replacement of the existing Line 159 creosote-coated span support is proposed and shown in Figure 2 below.

3.2 ENVIRONMENTAL BASELINE

The environmental baseline from which the project's impacts are measured consists of the physical environmental conditions in the vicinity of the project, as described above.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is defined as follows:

Potentially Significant Impact: A fair argument can be made, based on the substantial evidence in the file, that an effect may be significant.

Less Than Significant Impact with Mitigation: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to a Less Than Significant Impact.

Less Than Significant Impact: An impact is considered adverse but does not trigger a significance threshold.

No Impact: There is adequate support that the referenced information sources show that the impact simply does not apply to the subject project.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document addresses this issue adequately for use in the current case and is summarized in the discussion below. The discussion should include reference to the previous documents, a citation of the page(s) where the information is found, and identification of mitigation measures incorporated from the previous documents.

FIGURE 2. VIEW WEST ACROSS ATASCADERO CREEK FACING THE SPAN SUPPORT REMOVAL/REPLACEMENT LOCATION. NOTE THE WOODEN SPAN PROPOSED FOR REMOVAL IN THE CENTER OF THE PHOTO.

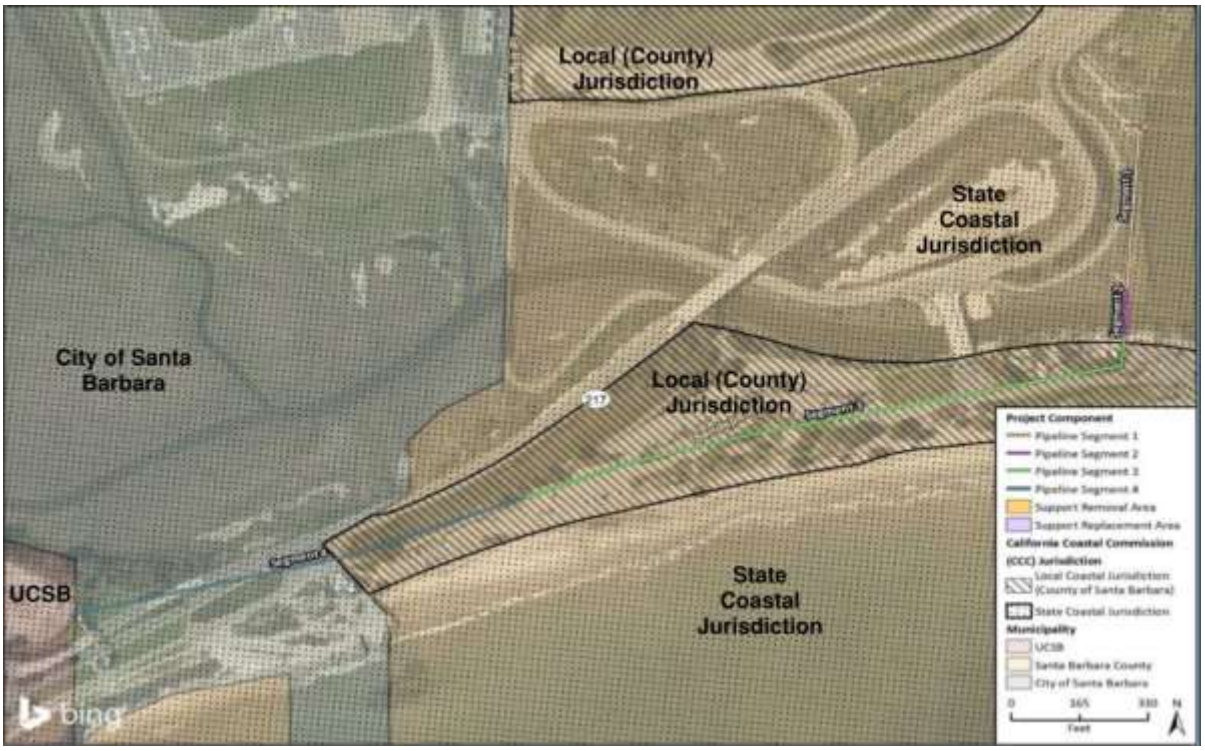


FIGURE 3. SITE AGENCY PERMITTING JURISDICTION DELINEATION.

4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?		X			
b. Change to the visual character of an area?				X	
c. Glare or night lighting which may affect adjoining areas?				X	
d. Visually incompatible structures?				X	

Existing Setting: The project is located along the visually sensitive Santa Barbara coastline, within the Goleta Slough along SR 217 and Sandspit Road, which is not currently designated as a State Scenic Highway by the California Scenic Highway Mapping System. SR 217 is moderately elevated above the surrounding terrain as it passes by the project site, and provides predominantly unobstructed views of the Slough and existing bridge, particularly as one travels east to west across the project area. Ornamental trees within the park partially obstruct views to the beach and ocean. The project area is not within the Santa Barbara County View Corridor overlay district. The immediate project site supports natural vegetation associated with the Slough as it passes under the existing bridge towards its outlet into the Pacific Ocean less than 0.5 mile east of the bridge. Existing development includes approach roads and the existing bridge over the Slough, the Coastal Route bike path, a parking area and several maintenance buildings associated with the park, and the SR 217/Sandspit Road on- and off-ramp interchange. Line 80 can be seen connecting to other pipeline infrastructure at Segment 1 running along the bank of the Goleta Slough, going underground under Tecolotito Creek.

Impact Discussion:

(a) Construction activities would introduce temporary obstruction to scenic views within the area. Potential impacts of construction activities could include trash generation from construction workers onsite if trash and construction-related debris is not routinely collected and disposed of in a proper manner. With the implementation of mitigation measure SolidW-03, the creation of an aesthetically offensive site would be minimized to a ***less than significant impact***.

(b - d) Temporary construction activities and equipment would be visible from public viewpoints during demolition and reclamation activities, which are expected to take approximately 3 months. No permanent project components would be constructed, including structures, land alterations, or lighting. No new features would be visible from any public viewing place, such as roads, highways, railroads, public and other open spaces, trails, beaches or other recreation areas. When the project is complete there would be no noticeable difference in pre and post project conditions. The project would not affect neighboring areas with glare or night lighting since construction activities are restricted to day time hours per mitigation measures NOISE-02 in section 4.11 below and no night lighting would be utilized. The project would provide a beneficial aesthetic impact by removing portions of the above ground pipeline in the Goleta Slough.

Mitigation and Residual Impact: The following mitigation measure would reduce the project's aesthetic impacts to a less than significant level:

SolidW-03 Solid Waste-Construction Site. The Owner/Applicant shall provide an adequate number of covered receptacles for construction and employee trash to prevent trash & debris from blowing offsite, shall ensure waste is picked up weekly or more frequently as needed, and shall ensure site is free of trash and debris when construction is complete. **PLAN REQUIREMENTS**: All plans shall contain notes that the site is to remain trash-free throughout construction. **TIMING**: Prior to building permit issuance, the Owner/Applicant shall designate and provide P&D with the name and phone number of a contact person(s) responsible for trash prevention and site clean-up. Additional covered receptacles

shall be provided as determined necessary by P&D. **MONITORING**: Permit compliance monitoring staff shall inspect periodically throughout grading and construction activities and prior to Final Building Inspection Clearance to ensure the construction site is free of all trash and debris.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?				X	
b. An effect upon any unique or other farmland of State or Local Importance?				X	

One of the parcels included in the project description currently supports crops, however, the crop production is located approximately 0.3 miles east of the removal and abandonment activities. The project activity area does not contain a combination of acreage and/or soils which render the site an important agricultural resource. Soils onsite are classified as non-prime Class 6 or Class 7 soils. The proposed project would not impact any neighboring agricultural operations.

Mitigation and Residual Impact: No impacts are identified. No mitigations are necessary.

Cumulative Impacts: The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant issue constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the threshold of significance for agricultural resources. Therefore, the project's contribution to the regionally significant loss of agricultural resources is not considerable, and its cumulative effect on regional agriculture is less than significant.

4.3 AIR QUALITY

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?			X		
b. The creation of objectionable smoke, ash or odors?				X	
c. Extensive dust generation?		X			
d. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**		
e. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X	

County Environmental Threshold: Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (as revised in July 2015) addresses the subject of air quality. The thresholds provide determine a proposed project will not have a significant impact on air quality if operation of the project will:

- Emit (from all project sources, mobile and stationary), less than the daily trigger for offsets for any pollutant (currently 55 pounds per day for NOx and ROC, and 80 pounds per day for PM_{10});
- Emit less than 25 pounds per day of oxides of nitrogen (NOx) or reactive organic compounds (ROC) from motor vehicle trips only;
- Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state Air Quality Plans.

No thresholds have been established for short-term impacts associated with construction activities. However, the County's Grading Ordinance requires standard dust control conditions for all projects involving grading activities. Long-term/operational emissions thresholds have been established to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, and chemical or industrial processing operations that release pollutants).

Existing Setting: Greenhouse gases include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). The largest source of greenhouse gas emissions from human activities in the United States is from fossil fuel combustion for electricity, heat, and transportation. Specifically, the *Inventory of U.S. Greenhouse Gasses and Sinks* (U.S. Environmental Protection Agency, 2013) states that the primary sources of greenhouse gas emissions in 2013 included electricity production (31%), transportation (27%), industry (21%), commercial and residential (12%), and agriculture (9%). This release of gases creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as "the greenhouse effect," there is strong evidence to support that human activities have accelerated the generation of greenhouse gases beyond natural levels. The overabundance of greenhouse gases in the atmosphere has led to a warming of the earth and has the potential to severely impact the earth's climate system. For instance, Santa Barbara County is projected to experience an increase in the number of wildfires, land vulnerable to 100-year flood events, and temperature increases, even under a low-emissions scenario (California Energy Commission, 2015).

Climate change results from greenhouse gas emissions "…*generated globally over many decades by a vast number of different sources*" rather than from greenhouse gas emissions generated by any one project (County of Santa Barbara Planning and Development, 2008). As defined in CEQA Guidelines Section 15355 and discussed in Section 15130, "…a cumulative impact consists of an impact which is created as a result of the combination of the [proposed] project…evaluated…together with other projects causing related impacts." Therefore, by definition, climate change under CEQA is a cumulative impact.

The County of Santa Barbara's *Final Environmental Impact Report for the Energy and Climate Action Plan* (EIR) (PMC, 2015) contains a detailed description of the proposed project's existing regional setting as it pertains to greenhouse gas emissions.

Impact Discussion:

The applicant provided potential air pollutant emissions generated by project construction and operation which were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2, a statewide land use emissions computer model (Rincon, January 2021). Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the proposed project was analyzed based on the applicant-provided construction schedule and

construction equipment list. Project construction equipment would be compliant with current California In-Use Off-Road Diesel-Fueled Fleets Regulations; the SoCalGas equipment fleet is registered using the Diesel Off-Road Online Reporting System (DOORS).

This analysis accounts for emissions associated with equipment listed in Table 1. Emissions were modeled for work associated with each Segment. This analysis conservatively accounts for the maximum daily emissions that would occur if all equipment is operated simultaneously. This approach is highly conservative as linear projects frequently have to limit the number of pieces of equipment active at any given time due to the physical constraints (i.e., width) of the work area. Parameters used to develop maximum daily emissions estimates are summarized in Table 1. Table 2 summarizes the maximum daily and annual emissions of pollutants throughout the construction period of the project.

Table 1. Equipment and Scheduling

Parameter	Assumed Value
Segment 1	
Duration	1 month
Equipment in Use	1 Backhoe Loader, 2 Concrete Saws, 1 Crane (Side boom), 1 Excavator, 2 Welding Rigs
Import Trips	Water Truck (2 round trips per day)[2]
Export Trips[1]	Flatbed Truck Carrying Pipes (2 round trips per day)[2] Dump Trucks Carrying Debris (2 round trips per day)[2]
Worker Trips[3]	25
Segment 2	
Duration	1 month
Equipment in Use	1 Cement and Mortar Mixers, 2 Welding Rigs
Import Trips[4]	Concrete Truck (1 round trip per day)[2]
Worker Trips	20
Segment 3	
Duration	2 months
Equipment in Use	1 Air Compressor, 1 Arrow board, 1 Asphalt Paver, 1 Backhoe Loader, 1 Backhoe with Compaction Wheel, 2 Concrete Saws, 1 Crane (Side boom), 1 Excavator, 2 Generators, 1 Street Sweeper, 1 Water Truck, 2 Welding Rigs
Import Trips[5]	Soil Delivery (1 round trip per day)[2] Asphalt Delivery (1 round trip per day)[2]
Export Trips[2]	Flatbed Truck Carrying Pipes (2 round trips per day)[2] Dump Trucks Carrying Debris (2 round trips per day)[2]
Worker Trips	20
Segment 4	
Duration	2 months
Equipment in Use	2 Cement and Mortar Mixers, 2 Welding Rigs
Import Trips[4]	Concrete Trucks (2 round trips per day)[2]
Worker Trips	20
L159 Support Replacement	
Duration	1 month
Equipment in Use	1 Backhoe Loader, 1 Drill Rig, 1 Mud Pump, 1 Crane (Side boom), 1 Cement and Mortar Mixers, 2 Welding Rigs
Import Trips[6]	Flatbed Truck Carrying Materials (1 round trip per day)[2] Concrete Truck (1 round trip per day)[2]
Export Trips[6]	Dump Trucks Carrying Debris (1 round trip per day)[2]
Worker Trips	20

[1] The equipment list includes 2 flatbed trucks and 2 dump trailers. It was assumed that each truck would be emptied once per day.

[2] Water trucks and flatbed trucks were modeled as medium-heavy duty vehicles; dump trucks, concrete trucks, and soil and asphalt delivery trucks were modeled as heavy-heavy duty trucks.

Parameter	Assumed Value

[3] The project is anticipated to require 20 to 25 workers per day. It was assumed that 25 workers (50 worker trips) would be associated with work for Segment 3 and 20 workers (40 worker trips) would be associated with work for other segments.

[4] Concrete trucks typically carry up to 8 cubic yards per load. As Segment 3 would require 37 cubic feet (1.4 cubic yards) of mortar, only one concrete truck delivery would be required. As Segment 4 would require 322 cubic feet (11.9 cubic yards) of mortar, two concrete truck deliveries would be required.

[5] Project is anticipated to require minimal soil import. Assuming 6 inches of asphalt depth and a 5-foot wide trench, the project would require approximately 9 deliveries of asphalt; these trips are anticipated to be spaced out over the duration of Segment 3.

[6] The replacement of one support was anticipated to require one materials delivery trip for rebar and miscellaneous materials and one for concrete. Export of debris from the previous support was assumed to require one dump truck trip.

Pollutants may be emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere; these pollutants include carbon monoxide (CO), nitrogen dioxide (NO2), particulate matter with a diameter of up to ten microns (PM10) and up to 2.5 microns (PM2.5), and sulfur dioxide (SO2). Additionally, pollutants may be created indirectly through chemical reactions in the atmosphere. Ozone (O3) is created by atmospheric chemical and photochemical reactions between reactive organic compounds (ROC)[1] and nitrogen oxides (NOX).

Table 2. Estimated Maximum Daily Construction Emissions

	Maximum Daily Emissions (lbs/day)							
Segment	**ROC**	**NO_x**	**CO**	**SO_2**	**Fugitive PM_{10}**	**Exhaust PM_{10}**	**Fugitive $PM_{2.5}$**	**Exhaust $PM_{2.5}$**
Segment 1	2.0	1[4.3]	15.8	<0.1	0.3	0.7	0.1	0.7
Segment 2	0.5	1.9	2.8	<0.1	0.3	0.1	0.1	0.1
LC159 Support	1.6	12.1	12.1	<0.1	0.3	0.6	0.1	0.5
Segment 3	3.4	26.5	30.0	0.1	0.4	1.4	0.1	1.3
Segment 4	0.8	3.7	4.8	<0.1	0.3	0.2	0.1	0.2
Maximum Daily Emissions	**3.4**	**26.5**	**30.0**	**0.1**	**0.4**	**1.4**	**0.1**	**1.3**
Total (tons/year)	**0.13**	**0.96**	**1.08**	**<0.01**	**0.02**	**0.05**	**<0.01**	**0.05**

ROC = reactive organic compounds, NO_X = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day

Source: Appendix B.

(a - c) Potential Air Quality Impacts.

Short-Term Construction Impacts.

The proposed project is a short term construction project and includes activities such as off-road and mobile equipment use for onsite excavation and grading activities, and trucking of trash to offsite disposal facilities. Work on Segment 1, Segment 2, and the L159 support replacement is anticipated to last approximately one month and work on Segments 3 and 4 is anticipated to last approximately two months. The project is anticipated to require 20 to 25 workers per day. The project also will generate various types of hauling trips associated with importing water trucks for dust control, importing fill

[1] Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, two groups are important from an air quality perspective: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). Santa Barbara County uses the term ROC to denote organic precursors.

soil, importing mortar, removing pipe pieces from the site, removing support foundations, and removing debris from pavement cuts. The pipeline to be removed and disposed of from Segment 1 would be transported to a metal scrap yard in the City of Oxnard. Parameters used to develop maximum daily emissions estimates are summarized in Table 1.

The estimated maximum daily construction emissions for the project were calculated and presented in Table 2 above. All pollutants of primary concern are estimated to be under the County Environmental Threshold outlined in Chapter 5 of the Santa Barbara County CEQA Guidelines Manual. The SBCAPCD reviewed the proposed project and provided a letter dated December 13, 2018 with suggested conditions including fugitive dust control measures and diesel particulate and NOx Emission Reduction measures. These measures are outlined in Attachment 3. Therefore, impacts are ***less than significant with mitigation***.

The Santa Barbara County Air Pollution Control District (SBCAPCD) Rule 345 requires all discretionary construction activities to include standard dust control measures. Rule 345 also covers fugitive dust emissions beyond the property line, truck hauling, track/carry-out, and demolitions. Therefore, earth moving operations at the project site would not have the potential to result in significant short-term air quality impacts.

Long-Term Operation Emissions. The project is a short-term (3- to 5-month) pipeline removal and restoration project, and is not subject to long-term emission thresholds.

The project would not involve new stationary sources (i.e., equipment, machinery, hazardous materials storage, industrial or chemical processing, etc.) that would increase the amount of pollutants released into the atmosphere. The project would also not generate additional smoke, ash, odors, or long term dust after construction. The project's contribution to global warming from the generation of greenhouse gases would be negligible based on Table 2 above. No sensitive receptors[2] (residences, schools, etc.) besides the Park Ranger's residence are located close to the project site. Therefore, the project will have ***no impact*** on the air quality of the area.

(d, e) Greenhouse Gas Emissions.

As stated above, the applicant provided potential air pollutant emissions generated by project construction and operation which were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2, a statewide land use emissions computer model (Rincon, January 2021). Table 3 below shows the total pounds/day of GHG emissions after mitigated construction. While climate change impacts cannot result from a particular project's greenhouse gas emissions, the project's incremental contribution of greenhouse gas emissions combined with all other sources of greenhouse gases may have a significant impact on global climate change. For this reason, a project's contribution to greenhouse gas emissions is analyzed below under "Cumulative Impacts".

Table 3. Construction GHG Emissions with incorporation of Rule 345 listed in pounds per day.

ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**
4.1620	30.1359	34.7203	0.0609	0.8372	1.5468	2.2094	0.2221	1.5117	1.6780
Bio-CO2	**N Bio-CO2**	**Total CO2**	**CH4**	**N2O**	**CO2e**				
0	5,657.7743	5,657.7743	0.8059	0	5,675.9514				

Cumulative Impacts: The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the

[2] The term "sensitive receptor" refers to a person in the population who is more susceptible to health effects due to exposure to an air contaminant than the population at large or to a land use that may reasonably be associated with such a person. Examples include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. The Goleta Ranger Station may accommodate residents and could be considered a residence. Residents would not reasonably be anticipated to include children, elderly, or those with health issues which make them more susceptible to health effects (e.g., respiratory ailments). Therefore, although it may be considered a residence, the Goleta Ranger station is not considered a sensitive receptor.

project level. In this instance, the project has been found not to exceed the significance criteria for air quality. Therefore, the project's contribution to regionally significant air pollutant emissions, including GHGs, is not cumulatively considerable, and its cumulative effect is ***less than significant***.

Mitigation and Residual Impact: The following mitigation measures would reduce the project's air quality impacts to a less than significant level:

Air-01 Dust Control. The Owner/Applicant shall comply with the following dust control components at all times including weekends and holidays:

a. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.
b. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease.
c. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site.
d. Wet down the construction area after work is completed for the day and whenever wind exceeds 15 mph.
e. When wind exceeds 15 mph, have site watered at least once each day including weekends and/or holidays.
f. Order increased watering as necessary to prevent transport of dust off-site.
g. Cover soil stockpiled for more than two days or treat with soil binders to prevent dust generation. Reapply as needed.
h. If the site is graded and left undeveloped for over four weeks, the Owner/Applicant shall immediately: (i) Seed and water to re-vegetate graded areas; and/or (ii) Spread soil binders; and/or; (iii) Employ any other method(s) deemed appropriate by P&D or APCD.

PLAN REQUIREMENTS: These dust control requirements shall be noted on all grading and building plans. **PRE-CONSTRUCTION REQUIREMENTS**: The contractor or builder shall provide P&D monitoring staff and APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to:

a. Assure all dust control requirements are complied with including those covering weekends and holidays.
b. Order increased watering as necessary to prevent transport of dust offsite.
c. Attend the pre-construction meeting.

TIMING: The dust monitor shall be designated prior to grading permit. The dust control components apply from the beginning of any grading or construction throughout all development activities until Final Building Inspection Clearance is issued. **MONITORING**: P&D processing planner shall ensure measures are on plans. P&D grading and building inspectors shall spot check; Grading and Building shall ensure compliance onsite. APCD inspectors shall respond to nuisance complaints.

Implementation of standard conditions placed on the grading plan as implemented through Chapter 14 (Grading Ordinance) of the County Code, along with standard APCD conditions listed in Attachment 1 would reduce potential short-term air quality impacts to a less than significant level. The project would not result in significant project-specific long-term air quality impacts. No further mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
Flora					

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. A loss or disturbance to a unique, rare or threatened plant community?		X			
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?		X			
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?		X			
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?		X			
e. The loss of healthy native specimen trees?				X	
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?		X			
Fauna					
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?		X			
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?		X			
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?		X			
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?			X		
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?		X			

Existing Plant and Animal Communities/Conditions:

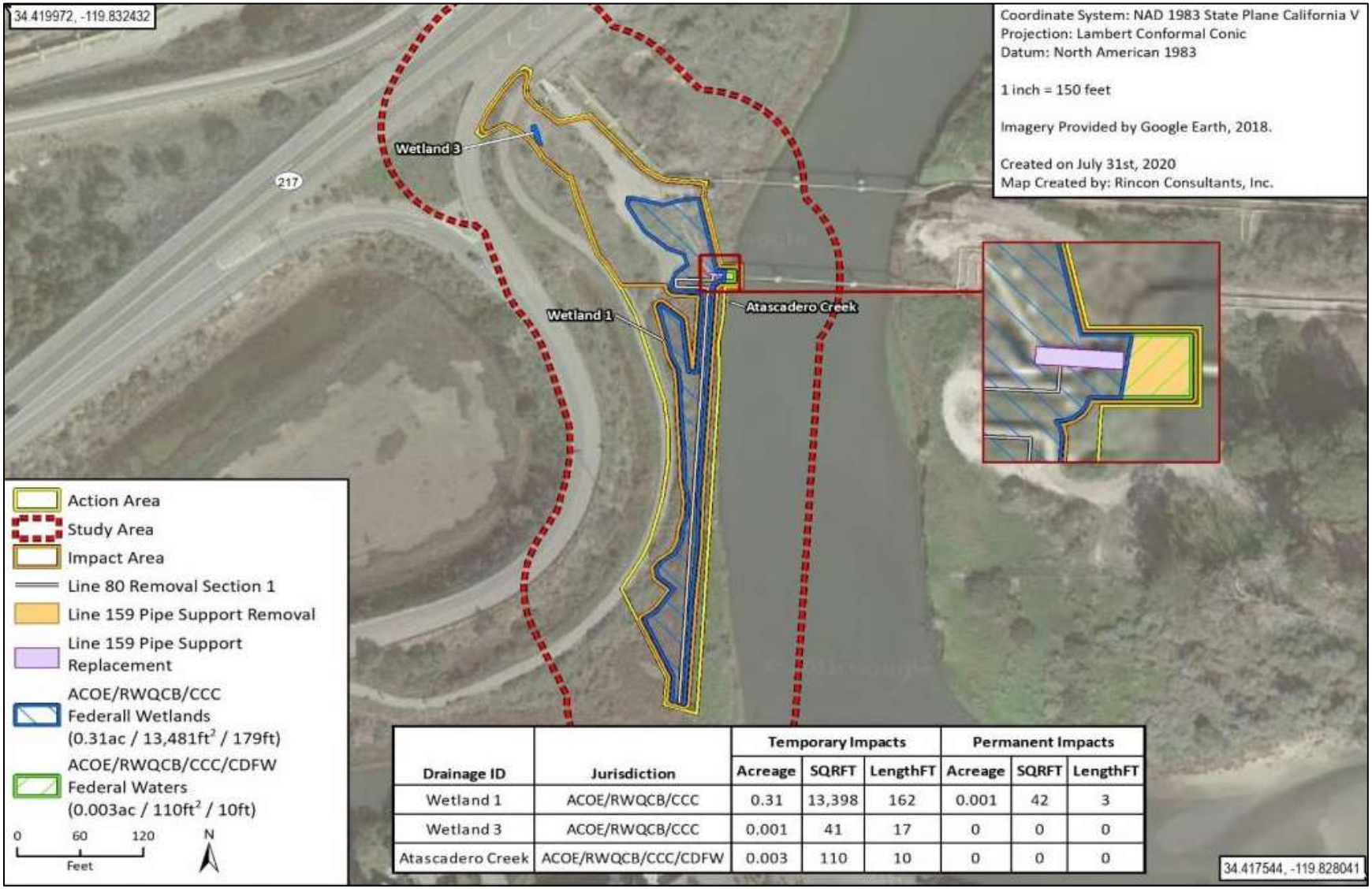
Background and Methods:

Santa Barbara County has a wide diversity of habitat types, including chaparral, oak woodlands, wetlands and beach dunes. A Biological Resources Survey was conducted on July 24, 2018, and a biological report was prepared by Rincon Consultants in October 2018 and revised in March 2019. A Jurisdictional Delineation Report was prepared on October 4, 2018 and revised March 4, 2019; July 27, 2020 & October 1, 2020. The following analysis is based on the information provide from those documents. Figure 4 below provides a map of the findings.

The portion of Line 80 that is to be abandoned in place or removed, is located adjacent to an existing bike path, east of Sandspit Road, extending south, under Tecolotito Creek/Goleta Slough, then west under Sandspit Road, traversing through the Goleta Beach County Park, westward, under SR 217, and terminating at an existing paved SoCalGas facility, east of Mesa Road. The area is used for recreation along the Goleta Slough and for coastal beach access. There are two biologically significant ecological habitat "patches" in the area, the Santa Ynez Mountains and the Goleta Slough. Several creeks connect these two ecological areas, including Tecolotito and Atascadero, which are within the project area, and provide potential corridors for wildlife movement.

Flora:

Native vegetation within the project vicinity is fragmented, but includes riparian and upland woodlands, coastal scrub, native and non-native grasslands, and wetlands. Relatively undisturbed habitats are present along narrow riparian corridors, in scattered undeveloped lands of varying sizes, and in protected open space areas. Three



Drainage ID	Jurisdiction	Temporary Impacts			Permanent Impacts		
		Acreage	SQRFT	LengthFT	Acreage	SQRFT	LengthFT
Wetland 1	ACOE/RWQCB/CCC	0.31	13,398	162	0.001	42	3
Wetland 3	ACOE/RWQCB/CCC	0.001	41	17	0	0	0
Atascadero Creek	ACOE/RWQCB/CCC/CDFW	0.003	110	10	0	0	0

Figure 4. Jurisdictional Resources.

Figure 5. Vegetative Communities Onsite.

additional land cover types were documented and mapped including the beach shoreline, open water, and developed/landscaped land.

Plant Communities

Eight documented vegetation alliances were found within the Study Area, however only five are included on the Sensitive Natural Communities List and considered rare by the California Department of Fish and Game (2003). See Figure 5 above. No Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan has been adopted in this area.

California Sagebrush – California Buckwheat Scrub (Artemisia californica – Eriogonum fasciculatum;). California sagebrush – California buckwheat Shrubland Alliance overlies 0.65 acres of the survey area as well as a portion of the western project area in Segment 4. It contains a dense shrub layer co-dominated by California goldenbush (Ericameria ericoides) and California sagebrush. The shrub canopy is less than one meter in height and is open to continuous with a variable herbaceous layer comprised on non-native grasses. It is found on slopes that are usually steep and rarely flooded and in low gradient deposits along streams. This community is found between 0 – 1200 meters above mean sea level.

Coast Live Oak Woodland (Quercus agrifolia;). Coast live oak Woodland Alliance exists over 1.29 acres along the survey area border in the west in which coast live oaks (Quercus agrifolia) are dominant in the tree canopy. In addition, landscaped trees, eucalyptus, coyote brush, and iceplant all are present in this area. Coast live oak woodlands are found alluvial terraces, canyon bottoms, stream banks, slopes, and flats and is found from 0 – 1200 meters above sea level.

Special Status Plant Species:

The California Natural Diversity Database (CNDDB) indicates that 11 special status plant species are known or have the potential to occur within the vicinity. However, only four of those have a moderate to high potential to occur in the project area:

Coulter's Saltbush (Atriplex coulteri) (Moderate). Coulter's saltbush is a CRPR 1B.2 species. It is a perennial herb native to California that typically occurs in coastal dunes, coastal scrub, valley and foothill grassland areas, and ocean bluffs, ridgetops, and alkaline low places, at elevations between two and 460 meters above mean sea level and blooms between March and October. The species was not detected during the field reconnaissance visit in 2018.

Davidson's Saltscale (Atriplex serenana var. davidsonii) (Moderate). Davidson's saltscale is a CRPR 1B.2 species. It is an annual herb native to California that typically occurs in coastal bluff scrub and coastal scrub in alkaline soils, at elevations between sea level and 460 meters above mean sea level and blooms between April and October. Two occurrences are found within five miles of the project area: one is five miles to the east and the other is within the UCSB campus bordering the project area to the west. The species was not detected during the field reconnaissance visit in 2018.

Southern Tarplant (Centromadia parryi ssp. australis) (High). Southern tarplant is a CRPR 1B.1 species. It is an annual herb that typically occurs in the margins of marshes and swamps, vernally mesic valley and foothill grassland areas, and vernal pools, at elevations between sea level and 975 meters above mean sea level. Southern tarplant blooms in late summer and can persist for months after blooming as dry, spiny stems. Southern tarplant has been documented in numerous areas throughout the UCSB campus (bordering the project area to the west) and two occurrences in Goleta Beach County Park in 2007 (Figure 5). The species was not detected during the field reconnaissance visit in 2018.

Estuary Seablite (Suaeda esteroa) (Moderate) Estuary seablite is a CRPR 1B.2 species. It is a perennial herb that typically occurs in the margins of freshwater and coastal marshes and swamps, in clay, silt, and sand substrates at elevations between sea level and 80 meters above mean sea level. Estuary seablite blooms January through September and has several historical records of occurrence within the project area (1957, 1962, and 1964). Current records show one occurrence to the north of the project area within 0.1 miles. The species was not detected during the field reconnaissance visit in 2018.

Fauna:

Coastal salt marsh habitat is regionally rare and declining due to development. The Goleta Slough provides a highly diverse habitat for estuarine invertebrates and fish, migratory birds, and special-status plants and animals. These species include: brush rabbit (Sylvilagus bachmani), mourning dove (Zenaida macroura), American crow (Corvus brachyrhynchos), great-blue heron (Ardea herodias), and California scrub jay (Aphelocoma californica). The common garter snake (Thamnophis sirtalis), Virginia opossum (Didelphis virginiana), striped skunk (Mephitis mephitis), raccoon (Procyon lotor), California quail (Callipepla californica), California towhee (Melozone crissalis), and a variety of other song birds inhabit the survey area. Common reptiles in coastal scrub habitats include western fence lizard (Sceloporous occidentalis), gopher snake (Pituophis melanoleucus), and common king snake (Lampropeltis getulus).

Based on the CNDDB, literature review, and biological survey, the following special status animal species have a high potential to occur in the area or are present as seen from the biological survey:

Tidewater Goby (Eucyclogobius newberryi) (High). Tidewater goby is a small elongated, grey-brown fish and is federally listed as endangered. The species lives at the bottom of shallow bodies of water and its habitat consists of brackish water in shallow lagoons and in lower stream reaches where the water is fairly still but not stagnant, within California's coastal wetland habitats. Highly suitable habitat is present within a small portion of the project area within the Goleta Slough and CNDDB records from 2009 show observations within the project area. Atascadero and Tecolotito creeks are both critical habitat for tidewater goby, designated in 2013, and portions of each creek are within the project area.

Belding's Savannah Sparrow (Passerculus sandwichensis beldingi) (Present). Belding's savannah sparrow is a small brown songbird that is state listed as endangered. It occurs along coastal areas of southern California and Baja California in coastal salt marshes and associated mudflats and salt flats. Preferred nesting habitat is dense stands of pickleweed in the upper region of salt marshes that flood only during extremely high spring tides. Belding's savannah sparrows have been known to forage within the west end of the County park in Segment 3, before returning to the pickleweed habitat to the north, above the bike path (Storrer Environmental Services, 2018). Nesting-season surveys at the Santa Barbara Airport have consistently found this species in pickleweed marsh over much of Goleta Slough, and suitable habitat is present onsite; surveys in 2015 detected territories in areas immediately adjacent to the project area (Zembal and Hoffman, 2015).

White-tailed Kite (Elanus leucurus) (High). The white-tailed kite has been observed within 2.5 miles of the project area. At the Goleta Slough, white-tailed kites forage regularly and have been recorded roosting in small numbers. Historically, More Mesa has been the most important communal roosting site in the Santa Barbara area, which is approximately 2 miles to the east from the project.

Western Snowy Plover (Charadrius nivosus nivosus) (High). Western snowy plover is a small shorebird which is federally endangered and a state species of special concern. The population breeds above the high tide line on coastal beaches, sand spits, dune-backed beaches, sparsely-vegetated dunes, beaches at creek and river mouths, and salt pans at lagoons and estuaries. Snowy plovers have historically nested on sandy beaches at the mouth and in the upper estuary of Goleta Slough and have been observed on the west end of Goleta Beach County Park between January 2017 and March 2017 during compliance monitoring for another project. Although suitable roosting and/or foraging habitat is present within Goleta Beach, no suitable nesting habitat is present due to development along the beach and human disturbance.

Raptors. The survey area and surrounding area have potential to be inhabited by several species of migratory and resident raptors. The area provides foraging opportunities for special-status raptors, including red-shouldered hawk, peregrine falcon (Falco peregrinus anatum), osprey (Pandion haliaetus), and Cooper's hawk (Accipiter cooperii). Potential nesting locations for raptors include one eucalyptus tree, and the oak woodlands on the north side of SR 217. However, no active or previously occupied nests were observed during the reconnaissance survey.

County Environmental Thresholds: Santa Barbara County's Thresholds and Guidelines Manual (2008) includes guidelines for the assessment of biological resource impacts. The following thresholds are applicable to this project:

Wetlands: Projects which result in a net loss of important wetland area or wetland habitat value, either through direct or indirect impacts to wetland vegetation, degradation of water quality, or would threaten the continuity of wetland-dependant animal or plant species are considered to have a potentially significant effect on the environment. Projects which substantially interrupt wildlife access, use and dispersal in wetland areas would typically be considered to have a potentially significant impact. Projects which disrupt the hydrology of wetlands systems would be considered to have a potentially significant impact.

Coastal Salt Marsh: Project created impacts may be considered significant due to the potential to change species composition and habitat value through: substantial alteration of tidal circulation or decrease of tidal prism; adverse hydrologic changes; substantial increase of sedimentation, introduction of toxic elements or alteration of ambient water temperature; construction activity which creates indirect impacts such as noise and turbidity on sensitive animal species, especially during critical periods such as breeding and nesting; disruption of wildlife dispersal corridors; or disturbance or removal of substantial amounts of marsh habitats.

Riparian Habitats: Project created impacts may be considered significant due to: direct removal of riparian vegetation; disruption of riparian wildlife habitat, particularly animal dispersal corridors and or understory vegetation; or intrusion within the upland edge of the riparian canopy leading to potential disruption of animal migration, breeding, etc. through increased noise, light and glare, and human or domestic animal intrusion; or construction activity which disrupts critical time periods for fish and other wildlife species.

Native Grasslands: In general, project created impacts to native grasslands may be considered significant if they involve removal of or severe disturbance to a patch or a combined patch area of native grasses that is greater than one-quarter (1/4) acre in size. The grassland must contain at least 10 percent relative cover of native grassland species (based on a sample unit). Impacts to patch areas less than one-quarter acre in size that are clearly isolated and not part of a significant native grassland or an integral component of a larger ecosystem are usually considered insignificant.

Other Rare Habitat Types: The Manual recognizes that not all habitat-types found in Santa Barbara County are addressed by the habitat-specific guidelines. Impacts to other habitat types or species may be considered significant, based on substantial evidence in the record, if they substantially: (1) reduce or eliminate species diversity or abundance; (2) reduce or eliminate the quality of nesting areas; (3) limit reproductive capacity through losses of individuals or habitat; (4) fragment, eliminate, or otherwise disrupt foraging areas and/or access to food sources; (5) limit or fragment range and movement; or (6) interfere with natural processes, such as fire or flooding, upon which the habitat depends.

Impact Discussion:

(a) Disturbance to threatened plant community. Five of the vegetation communities that occur within the project site are on the Sensitive Natural Communities List considered rare by the California Department of Fish and Game. The entire area is mapped as Environmentally Sensitive Habitat (ESH) due to the proximity to the Goleta Slough. The removal and abandonment of Line 80 for Segment 1 will result in a total of 0.31 acres of temporary impacts and 0.001 acre of permanent impacts to ACOE/RWQCB/CCC/CDFW jurisdictional wetlands. Vegetation here consists of pickleweed mats, quailbush scrub, and annual grassland vegetation communities. Additionally, 0.003 acre of temporary impacts is anticipated within Atascadero Creek. The coyote brush scrub that would be impacted in Segment 2 is also anticipated to received direct and indirect impacts.

The County's Article II Coastal Zoning Ordinance Section 35-97.9 Development Standards for Wetland Habitats, requires project disturbance to be setback a minimum of 100-feet from ESH. However, the project proposes the removal and abandonment of the existing natural gas infrastructure located within and adjacent to an ESH. The project will remove portions of above ground pipeline interfering with natural habitat development (Segment 1). Once removed, increased sunlight and air flow would be provided throughout the habitat to improve growing conditions and allow wind to spread seeds and nutrients, as well as provide increased room for root growth. Removal of the pipeline will also reduce the potential for interference of the equipment with natural flood events and tidal cycles that occur within the Goleta Slough. The proposed project would result in a net removal of existing gas

facilities, removing potential negative impacts of gas leaks and help restore the long-term functionality of the ESH within the project area.

Potential direct and indirect impacts to these sensitive would be reduced to ***less than significant with implementation of mitigation*** such as re-vegetation, and restoring natural communities to their pre-construction state (BIO-4). Implementation of Mitigation Measures BIO-5 through BIO-10 and BIO-12 would protect against any future adverse impacts in the wetlands and natural vegetation communities. Indirect impacts from construction, such as erosion and runoff, would be minimized through compliance with SoCalGas' stormwater manual and SoCalGas' use of appropriate Best Management Practices (BIO-07).

(b) Reduce threatened plant species. The four special status plant species that have a moderate or high potential to occur onsite are Coulter's saltbush, Davidson's saltscale, southern tarplant, and estuary seablite. These species were not observed during the biological field investigations. However, if they are discovered onsite, construction efforts could impact these species through direct injury or mortality to individuals. This could occur during the use of heavy construction equipment for hauling slurry to abandon the pipelines, removal of existing Line 80 pipeline and footings, and/or preparing the site for access. Accidental fuel spills during construction or a concrete slurry release during pipeline abandonment, could also lead to contamination of soils, and habitat degradation. Potential direct impacts to special status plants are considered a Class II impact and would be mitigated to a less than significant level by implementation of Mitigation Measures BIO-1, BIO-2, BIO-6 through BIO-8, and BIO-10. Therefore impacts to threatened plant species would be ***less than significant with mitigation.***

(c, d) Reduce quality of native vegetation. The proposed project would result in the temporary disturbance of 2.11 acres including approximately 2,768.5 CY of cut and approximately 2,959.5 CY of fill material. Temporary removal and/or trimming of vegetation within the Goleta Beach County Park would be required to access to the work sites and carry out the removal and abandonment process. This would remove natural vegetation made up of both native and non-native plant communities, as well as previously disturbed areas which contain ruderal vegetation or unvegetated land cover. Much of the work areas are within the 100-foot ESH buffer, which may be impacted by an accumulation of fugitive dust, increased erosion, and sedimentation during proposed project activities. For the plants and wildlife that inhabit these areas, ground disturbance could lead to injury and mortality of individuals. Vegetative species that could be impacted include common grasses, forbs, and shrubs.

Although most of the area is considered ESH, non-native grasslands fragment native vegetation onsite and reduce habitat quality. Reduction of non-native vegetation would be beneficial to the existing habitats in the area. When project activities are complete, the site would return to its natural contours and excavated areas would be restored with native vegetation communities, improving the quality of habitat for common plant and wildlife species in the Study Area. This is outlined in the Wetland Restoration Plan (Rincon Consultants, Inc., September 2020) (BIO-4). Impacts would be further reduced by recommended mitigation measures BIO-5, BIO-7, BIO-8, and BIO-12. With this, impacts to native and non-native vegetation are expected to be ***less than significant with mitigation.***

(e) Loss of healthy native specimen trees. The project location does not have any specimen trees that would be disturbed. Therefore ***no impacts*** area expected.

(f) Introduction of factors that would change the existing habitat. Invasive plants could unknowingly be introduced from construction equipment and worker attire. Mitigation measure BIO-9, protection against Seeds Entering ESH will lessen the impact of introducing non-native seeds to a ***less than significant level with mitigation***.

(g, h, k) Reduce critical habitat of threatened animal species. Several special-status animal species have a high potential to occur or are present within the project area including Tidewater Goby, Belding's Savannah sparrow, White-tailed Kite, Western Snowy Plover, and other raptors. The portion of the project area adjacent to Atascadero Creek is designated federal critical habitat for the Tidewater Goby. The Goleta Slough is an area of estuary, tidal creeks, tidal marsh, and wetlands which serve as habitat for many species of birds including the three listed special status bird species and other raptors. In

Segment 3 of the pipeline, disruption to western snowy plover roosting habitat could occur in the form of vehicle or equipment noise and foot traffic along the staging and excavation areas. Belding's savannah sparrows have been known to forage within the beach wrack, adjacent to Segment 3, approximately 150 feet from the pipeline.

Great egret, great blue heron, and double-crested cormorant are present on site and California least tern and northern California legless lizard have a moderate potential to occur. Direct impacts to all species may include mortality from vehicle or equipment strikes as foraging birds move through the work area, and physical impacts to active nests, or suitable nesting habitat on site. Accidental fuel spills during construction could lead to contamination of soils adjacent to the work area, and habitat degradation. Noise, vibrations, and dust from construction activities can cause birds to flush out of cover and become exposed to predators or vehicle strikes. Adults may not return to nests, predators may feed on eggs or chicks in unprotected nests, or vibrations could cause eggs to fall out of nests. Noise, dust, and vibrations may also cause avian species to leave regular foraging areas, however suitable foraging and nesting habitat is available adjacent to the project area.

The impacts to tidewater goby would be minimized by working in dry conditions, and utilizing silt fences or netting to ensure no gobies enter the work area. Impacts to special status avian species would less than significant with implementation of measures that include pre-construction bird surveys, onsite biological monitors, biological resource awareness training, and pre-activity clearance surveys. Impacts to all wildlife onsite can be lowered to a ***less than significant level with the incorporation of mitigation measures*** with BIO-1, BIO-3 and BIO-5 through BIO-12.

(i) Deteriorate fish or wildlife habitat. The project area adjacent to Atascadero Creek is designated federal critical habitat for the Tidewater goby species. This area is also designated federal critical habitat for southern California steelhead (low potential to occur) onsite. Project activities that may cause impacts to aquatic wildlife are limited to the removal of the support span located within a tidally influenced area of Atascadero creek. Project excavation has the potential to increased sedimentation into the creek from soils and accidental fuel spills during construction or concrete slurry release during abandonment of Segments 2 located under Tecolotito Creek/Goleta Slough, which could lead to contamination of soils, and water quality degradation.

Proposed span support removal and replacement will take place within 5 feet of open water of Atascadero creek and Tecolotito Creek/Goleta Slough. Vibrations could cause tidewater goby or steelhead in the area to flee, exposing themselves to potential predators. To mitigate, hand tools would be used to lessen the impact of the vibrations felt outside of the immediate area. These work activities would occur only during low tide in dry conditions and additional exclusionary methods, such as seine nets, can be deployed as needed to prevent aquatic species from potentially entering the work area. Once the span support is removed, conditions within the creek in the project area are expected to improve by providing an increase in surface area for vegetation and other tidal and benthic species to reestablish.

Potential impacts to special status aquatic species are considered a Class II impact and would be mitigated by implementation of Mitigation Measures BIO-1 and BIO-4 through BIO-10. Mitigation measures BIO-13 and BIO-14 also ensure other agency involvement and permitting will be satisfied prior to ground disturbance. Therefore, impacts to aquatic species and habitat would be ***less than significant with mitigation.***

(j) Prevent movement of any resident or migratory fish or wildlife species. Construction of the proposed project would be temporary and would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. Work would be performed in dry conditions when tides are low, therefore not impacting migration of fish. A temporary fence would be installed around areas of ESH to avoid direct and indirect impacts, however, this would be removed immediately following construction. The net removal of natural gas facilities throughout the project area only improves the ability for wildlife species to move freely among areas of suitable habitat. Therefore, impacts to wildlife movement by the proposed project would be ***less than significant.***

Cumulative Impacts: Since the project would not significantly impact biological resources onsite, it would not have a cumulatively considerable effect on the County's biological resources.

Mitigation and Residual Impact: The following mitigation measures would reduce the project's biological resource impacts to a less than significant level:

BIO-1 General Requirements: During Construction General requirements that shall be followed by construction personnel are listed below.

- The contractor shall clearly delineate the construction limits and prohibit any construction-related traffic outside these boundaries
- Project-related vehicles shall observe a 5-mile-per-hour speed limit within the unpaved limits of construction and a 5-mile-per-hour speed limit within the paved limits of construction
- Project-related vehicles and construction equipment shall restrict off-road travel to the designated construction area
- All food-related trash items such as wrappers, cans, bottles, and food scraps generated during proposed project construction, subsequent facility operation, or permitted operations and maintenance activities of existing facilities shall be disposed of in closed containers only and removed at least once a week from the site
- No deliberate feeding of wildlife shall be allowed
- No pets shall be allowed on the project area
- No firearms shall be allowed on the project area
- If vehicle or equipment maintenance is necessary, it shall be performed in the designated staging areas
- Any worker who inadvertently injures or kills a special status species or finds one dead, injured, or entrapped shall immediately report the incident to the construction foreman or biological monitor. The construction foreman or monitor shall immediately notify SoCalGas, which will provide verbal notification to Santa Barbara County within three working days of the incident. SoCalGas shall follow up with written notification to USFWS and CDFW within five working days of the incident. The biological monitor shall also independently notify USFWS of any unanticipated harm to any federally listed endangered species associated with the proposed project. All observations of federally listed species shall be recorded on CNDDB field sheets and sent to CDFW by SoCalGas or the biological monitor.

PLAN REQUIREMENTS: These requirements shall be described and detailed on the site, grading and drainage and landscape plans, and posted at the construction site. **TIMING**: The Owner/Applicant shall install the area prior to commencement of construction. **MONITORING**: P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

BIO-2 Impacts to Special Status Plant Species. Given the potential for several rare plants to occur within the ESH portion of the project area, a focused botanical survey shall be conducted in the pickleweed mats habitat community during the blooming season prior to the start of construction. If special status species (e.g., Coulter's goldfields) is not observed in areas that would be disturbed by construction activities, no further mitigation would be required.

If naturally occurring rare plants are detected, the size and location of all identified occurrences shall be mapped on the final project plans, and impact acreages shall be quantified based on proposed limits of disturbance. If naturally occurring rare plants are detected in the project area, the plants shall be avoided, if feasible. If avoidance is not feasible or plants are inadvertently damaged, a salvage and relocation plan shall be developed in (consultation with resource agencies). This impact acreage shall be used to determine the size of mitigation sites to be established for the project. Mitigation area shall be at least at a 2:1 ratio to the disturbed area, or at a higher ratio determined by the resource management agencies (e.g., CDFW or CCC). **PLAN REQUIREMENTS AND TIMING:** This condition shall be printed on project

plans submitted for Land Use Permit Issuance and installed prior to Grading Permit issuance. **MONITORING**: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all required components of the approved plan(s) are in place as required prior to Final Inspection Clearance. P&D compliance monitoring staff signature is required to release the installation security upon satisfactory installation of all items in approved plans and maintenance security upon successful implementation of this plan.

BIO-3 Nesting Bird Avoidance. To avoid disturbance or loss of active bird nests during construction, vegetation removal shall be conducted between September 15 and February 1, outside of the typical nesting season, if feasible.

To avoid indirect disturbance of active bird nests by project construction occurring within the typical nesting season (February 1 to August 31) a qualified biologist shall be retained to conduct a preconstruction survey within 500 feet of the study area, approximately 1 week prior to construction to determine presence/absence of active nests adjacent to the project area. The buffer shall be 300 feet for non-raptors and 500 feet for raptors. If one or more Belding's savannah sparrows displaying breeding or nesting behavior are observed within 300 feet of the project's disturbance footprint, work activities occurring within that 300 feet shall cease and the biologist shall immediately notify CDFW. Furthermore, for ground disturbing activities within Segment 3 of the project, pre-activity clearance surveys should be conducted daily to ensure no western snowy plovers are present within the project area.

A brief letter report shall be submitted to Santa Barbara County within three days of the survey. Surveys shall follow standard protocols as established by CDFW and/or CCC. If no breeding or nesting activities are detected within 500 feet of the proposed construction area, noise-producing construction activities may proceed. If breeding/nesting activity is confirmed, work activities within 500 feet of the active nest shall be delayed until the young birds have fledged and left the nest. The biological monitor on site may reduce the buffer distance based on conditions in the field and their professional opinion, while preventing impacts to nesting birds.

PLAN REQUIREMENTS AND TIMING: If construction must begin within the nesting season, then the pre-construction nesting bird survey shall be conducted no more than one week (7 days) prior to commencement of vegetation removal, grading, or other construction activities. Active nests shall be monitored by the biologist at a minimum of once per week until it has been determined that the nest is no longer being used by either the young or adults, and there is no evidence of a second nesting attempt. Bird survey results and buffer recommendations shall be submitted to County Planning and Development for review and approval prior to commencement of grading or construction activities. The qualified biologist shall prepare weekly monitoring reports, which shall document nest locations, nest status, actions taken to avoid impacts, and any necessary corrective actions taken. Active nest locations shall be marked on an aerial map and provided to the construction crew on a weekly basis after each survey is conducted. Active nests shall not be removed without written authorization from USFWS and CDFW. **MONITORING:** P&D shall be given the name and contact information for the biologist prior to initiation of the pre-construction survey. Permit Compliance and P&D staff shall review the survey report(s) for compliance with this condition prior to the commencement of ground-disturbing activities and perform site inspections throughout the construction period to verify compliance in the field.

BIO-4 Wetland Restoration Plan. A Habitat Restoration Plan shall be developed and implemented for the re-vegetation of sensitive areas associated with Goleta Slough and the surrounding buffer area that are disturbed during the pipeline removal and abandonment. At a minimum, the plan shall identify the impacts to, and provide mitigation for pickleweed mats ESH that occurs within the project area to restore wetland vegetation in the area to pre-construction conditions. The plan must include detailed guidance on salvage, preservation and replanting of pickleweed from within the disturbance footprint. If seeding or supplemental planting is required to meet the success criteria, plant species will be chosen based on the pre-construction conditions as recommended by a qualified biologist. The plan shall include direction on the seed types, planting methods, as well as the time of year for planting.

Requirements for irrigation, monitoring of plants and replacement, if needed, is established in the plan. The final plan shall be submitted to the CDFW, RWQCB, USACE, CCC and the County of Santa Barbara for review and integration into applicable agency permits. The mitigation shall be at least at a 2:1 ratio to the disturbed area, or at a higher ratio determined by the resource management agencies (e.g., CDFW or CCC). **TIMING:** Plans shall be reviewed and approved by P&D prior to the issuance of the Coastal Development Permit. The Owner/Applicant shall post a performance security to ensure installation prior to Final Building Inspection Clearance and a separate security for maintenance for three years. **MONITORING:** The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all required components of the approved plan(s) are in place as required prior to Final Inspection Clearance. P&D compliance monitoring staff signature is required to release the installation security upon satisfactory installation of all items in approved plans and maintenance security upon successful implementation of this plan.

BIO-5 Heavy Construction Equipment Best Management Practice. During construction, heavy equipment shall be operated in accordance with standard Best Management Practices (BMPs). All equipment used on site shall be properly maintained such that no leaks of oil, fuel, or residues will take place. Provisions shall be in place to remediate any accidental spills, in both the terrestrial and marine environments. All equipment shall only be stored in the designated equipment staging areas. Additionally construction vehicles shall be confined to a pre-defined equipment access path no greater than the minimum width necessary to complete necessary construction activities. **PLAN REQUIREMENTS**: The BMPs shall be described and detailed on the site plan, grading and drainage plans, and depicted graphically. The location and type of BMP shall be shown on the site, building and grading plans. **TIMING**: The plans and maintenance program shall be submitted to P&D for approval prior to Coastal Development Permit issuance. **MONITORING:** P&D compliance monitoring staff shall site inspect for installation prior to Final Building Inspection Clearance. The landowner shall make annual maintenance records available for review by P&D upon request.

BIO-6 General Protection of Wetlands During Construction. In order to reduce potential impacts to sensitive wetland habitats, the following measures shall be implemented:

- Wetlands within 50 feet of any ground disturbance and construction-related activities (including staging and access roads) shall be clearly marked and/or fenced to avoid impacts from construction equipment and vehicles.
- Work within wetlands will have the immediate work area fenced off to prevent equipment and personnel from further impacting portions of the wetland where no work is needed.
- All heavy construction equipment and vehicles shall be restricted to established roadways and access roads to the maximum extent practicable to minimize habitat disturbance. If new temporary access roads are required, existing hydrology shall be maintained. Wetland mats shall be used when heavy equipment must be used outside of established roadways or access roads.

PLAN REQUIREMENTS: The Owner/Applicant shall designate the P&D approved locations on all grading permits prior to the issuance of a grading permit. **TIMING**: The Owner/Applicant shall install the area prior to commencement of construction. **MONITORING**: P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

BIO-7 Qualified Biological Monitor. A qualified biological monitor shall be present during construction activities to ensure compliance with all Mitigation Measures, applicable permit conditions, and any conditions required by federal and state agencies. The monitor shall be responsible for:

- Ensuring that procedures for verifying compliance with environmental mitigations are followed;
- Lines of communication and reporting methods;
- Daily and weekly reporting of compliance;
- Construction crew training regarding environmentally sensitive areas;

- Authority to stop work; and,
- Action to be taken in the event of non-compliance.

TIMING: The biological monitor shall be designated prior to issuance of grading permits. The biological components apply from the beginning of any grading or construction throughout all development activities until Final Building Inspection Clearance is issued. **MONITORING**: P&D processing planner shall ensure measures are on plans. P&D grading and building inspectors shall spot check; Grading and Building shall ensure compliance onsite.

BIO-8 Biological Resources Awareness Training. Before any ground disturbing work (including vegetation clearing and grading) occurs in the construction footprint, a qualified biologist shall conduct a mandatory biological resources awareness training for all construction personnel about federally and state listed species that could occur onsite. The training shall include the natural history, representative photographs, and legal status of each federally listed species. Proof of personnel attendance shall be kept on file. If new construction personnel are added to the project, the contractor shall ensure that the new personnel receive the mandatory training before starting work. The subsequent training of personnel can include videotape of the initial training and/or the use of written materials rather than in-person training by a biologist. For general requirements that shall be followed by construction personnel reference Mitigation Measure BIO-1. **PLAN REQUIREMENTS**: This condition shall be noted on any plans. A sign in sheet of construction workers who attended the training will be provided to P&D staff. **TIMING:** The training shall occur before any ground disturbing work (including vegetation clearing and grading) occurs in the construction footprint. **MONITORING:** The Owner/Applicant shall demonstrate to P&D compliance monitoring staff. P&D processing planner shall ensure measures are on plans.

BIO-9 Protection Against Non-Native Seeds Entering ESH. Prior to entering the project area, workers shall inspect their clothing, including shoes, all vehicles, and equipment for invasive plant seeds or plant parts. Compressed water or air should be used within a designated containment area to remove potential pathogens, invasive plant seeds, or plant parts. Any invasive plant seeds or plant parts found in the containment area will be gathered, placed in plastic bags and taken to an appropriate disposal facility. **PLAN REQUIREMENTS**: The condition shall be noted on all plans. **TIMING**: The plans and maintenance program shall be submitted to P&D for approval prior to Coastal Development Permit issuance. **MONITORING:** The Owner/Applicant shall demonstrate to P&D compliance monitoring staff this measure is carried out.

BIO-10 Measures to Protect Against Concrete Spills. The following measures will be put in place while the existing pipeline is being filled with the concrete slurry and during replacement of the span pipeline support:

- Thoroughly inspect cement hose for leaks or weak areas.
- Cover surrounding vegetation with clear plastic or white tarp while the concrete slurry is being pumped into the manhole.
- Utilize a closed delivery system from the concrete truck into the manhole, such as a closed hose.
- The closed hose delivery system shall remain elevated off of the wetland and wetland vegetation at all times.
- Develop and implement a site-specific spill contingency plan. This plan will be submitted to the RWQCB and Santa Barbara County for review and approval at least 21 days prior to construction commencement.
- Retain biological monitor onsite for entire time that concrete slurry is being pumped.

The Owner/Applicant shall designate one or more washout areas for the washing of concrete trucks, paint, equipment, or similar activities to prevent wash water from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. Note that polluted water and materials shall be contained

in these areas and removed from the site daily. The areas shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources. **PLAN REQUIREMENTS:** The Owner/Applicant shall designate the P&D approved location on all Coastal Development Permits. **TIMING:** The Owner/Applicant shall install the area prior to commencement of construction. **MONITORING:** P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

BIO-11 Western Snowy Plover Avoidance. Prior to any work, within Segment 3 of the project, pre-activity clearance surveys shall be conducted daily to ensure no western snowy plovers are present within the project area. If western snowy plover are present and the biological monitor determines work disturbs any western snowy plover, work shall be delayed until the western snowy plover have vacated the area. **PLAN REQUIREMENTS**: The condition shall be noted on all plans. **TIMING:** The biological monitor shall carry out the daily pre-activity surveys. **MONITORING:** Owner/Applicant shall demonstrate to P&D compliance monitoring staff this measure is carried out. P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

BIO-12 Native Habitat Fencing. Where the project area is adjacent to native habitat in upland scrub temporary construction fencing shall be erected at the edge of the temporary construction easement. The biological monitor would ensure fencing is in place and ensure avoidance for the duration of construction in the affected area. **PLAN REQUIREMENTS**: The condition shall be noted on any plans including fencing and shall be graphically depicted in fencing detail on plans. **TIMING**: The Owner/Applicant shall record a buyer notification that repeats the condition requirements above prior to issuance of the Coastal Development Permit. **MONITORING:** The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all Fencing Requirements are in place as required.

BIO-13 Fish and Wildlife. No alteration to stream channels or banks shall be permitted (no Coastal Development Permit shall be issued) until the Owner/Applicant demonstrates receipt of all authorizations from the California Department of Fish and Wildlife and/or federal agencies for any planned alteration to stream channels or banks.

BIO-14 Fish and Wildlife Jurisdiction Advisory. The project site is within the range of The Tidewater Goby, a species listed as Endangered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service and/or California Department of Fish and Wildlife. Based upon a report prepared by Rincon Consultants, Inc., dated July 2020, it has been determined that the probability for the Tidewater Goby occurrence on the site is high. The issuance of this permit does not relieve the permit-holder of any duties, obligations, or responsibilities under the federal or California Endangered Species Act or any other law. The permit-holder shall contact the necessary jurisdictional agencies to ascertain his or her level of risk under the federal and California Endangered Species Act in implementing the project herein permitted.

Indemnity for Violation of the Endangered Species Act: The applicant shall defend, indemnify and hold harmless the County or its agents, officers and employees from any and all claims, actions, proceedings, demands, damages, costs, expenses (including attorneys fees), judgments or liabilities, against the County or its agents, offices or employees brought by any entity or person for any and all actions or omissions of the applicant or his agents, employees or other independent contractors arising out of this permit alleged to be in violation of the federal or California Endangered Species Acts (16 USC Sec. 1531 et seq.; Cal. Fish and Game Code Sec. 2050 et sec.). This permit does not authorize, approved or otherwise support a "take" of any listed species as defined under the federal or California Endangered Species Acts. Applicant shall notify County immediately of any potential violation of the federal and/or California Endangered Species Act.

Implementation of recommended avoidance, minimization, and mitigation measures will reduce all potential project-specific and cumulative direct and indirect impacts to sensitive biological resources to less than significant levels.

4.5 CULTURAL RESOURCES

Will the proposal:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Cause a substantial adverse change in the significance of any object, building, structure, area, place, record, or manuscript that qualifies as a historical resource as defined in CEQA Section 15064.5?			x		
b. Cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource pursuant to CEQA Section 15064.5?		X			
c. Disturb any human remains, including those located outside of formal cemeteries?		X			
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X			

County Environmental Thresholds: Chapter 8 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008, revised February 27, 2018) contains guidelines for the identification, significance evaluation, and mitigation of impacts to cultural resources, including archaeological, historic, and tribal cultural resources. In accordance with the requirements of CEQA, these guidelines specify that if a resource cannot be avoided, it must be evaluated for importance under specific CEQA criteria. CEQA Section 15064.5(a)(3)A-D contains the criteria for evaluating the importance of archaeological and historic resources. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the significance criteria for listing in the California Register of Historical Resources: (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history. The resource also must possess integrity of at least

some of the following: location, design, setting, materials, workmanship, feeling, and association. For archaeological resources, the criterion usually applied is (D).

CEQA calls cultural resources that meet these criteria "historical resources". Specifically, a "historical resource" is a cultural resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources, or included in or eligible for inclusion in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1. As such, any cultural resource that is evaluated as significant under CEQA criteria, whether it is an archaeological resource of historic or prehistoric age, a historic built environment resource, or a tribal cultural resource, is termed a "historical resource".

CEQA Guidelines Section 15064.5(b) states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." As defined in CEQA Guidelines Section 15064.5(b), substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a project: (1) demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; (2) demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources; or (3) demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

For the built environment, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Weeks and Grimmer 1995), is generally considered as mitigated to a less than a significant impact level on the historical resource.

Existing Setting: For at least the past 10,000 years, the area that is now Santa Barbara County has been inhabited by Chumash Indians and their ancestors. Based on the Extended Phase 1 study and records on file at the CCIC (Central Coast Information Center of the University of California, Santa Barbara), cultural resources are located in the vicinity of the proposed project. The records search results indicate there is a density of archaeological sites in this area with the potential for subsurface archaeological deposits. An Extended Phase 1 archaeological survey conducted by Karl Holland, MA, RPA on October 16th and 29th, 2018 did not identify any evidence of intact cultural resources within the project area (Holland, July 2020). The area has been highly disturbed by pipeline construction activities and maintenance. However, given the documented prehistoric and historic occupation of the Goleta Slough, undisturbed pockets of cultural material may be present within the project area. Additionally, there is a possibility to encounter secondary deposits of human remains. Previous studies and historic background research has identified the immediate vicinity of the Goleta Slough was home to several Chumash villages. Construction of the Santa Barbara Municipal Airport to the northwest and Ward Highway to the north and east likely resulted in the scattering of artifacts, including human remains, throughout the Goleta Slough.

On December 23, 2020, a formal notice of application completeness for the proposed project was sent to Julie Tumamait-Stenslie, Chair, Barbareno/Ventureno Band of Mission Indians and Kenneth Kahn, Tribal Chairman of the Santa Ynez Band of Chumash Indians. The notice provided notification of the opportunity for consultation under AB 52, and included a description of the proposed project and a summary of the Extended Phase 1 study methods and results. The Santa Ynez Band of Chumash Indians responded on December 23, 2020, requesting no further consultation on the project. No further comments were received and no tribal cultural resources were identified on the subject parcel.

Impact Discussion:

(a) Historic Resources. No historic structures are located onsite, therefore impacts to Historical Resources would be ***less than significant.***

(b) Archaeological and Historical Resources. During the Extended Phase 1 Survey, five shovel test pits were placed at regular intervals along Section 1 of Line 80. Only a few shell fragments that may be associated with midden were found, however, modern landscaping and parking areas obscure much of the ground surface, and changing water flows cause a dynamic environment within the Slough. In addition, the presence of modern construction trash indicate that the area has been highly disturbed by pipeline construction activities and maintenance.

Although no cultural materials were observed during the Extended Phase 1 Survey, the records search results indicate there is a density of archaeological sites in this area with the potential for subsurface archaeological deposits. The results of the CCIC records search revealed 45 studies within 0.25-mile radius of the work location. One previously recorded archaeological resource was identified within the project area and seven resources were identified within a 0.25-mile radius of the project area. The project's work locations are located in areas previously disturbed by utility installation and maintenance, as well as grading associated with beach revitalization and landscaping. Within each of these locations, there appears to be some potential for intact archaeological deposits to be present that could inadvertently be damaged during pipeline removal and abandonment.

Santa Barbara County Local Coastal Plan Policy 10-2 states, "When developments are proposed for parcels where archaeological or other cultural sites are located, project design shall be required which avoids impacts to such cultural sites if possible." In order to ensure compliance with this policy, the project's design includes portions of the pipeline being abandoned in place with placement of plates over the open ends and filling the pipe with grout to prevent excessive excavation in potentially sensitive areas. Additionally, Chapter 8 of the County's Environmental Thresholds and Guidelines manual requires Native American and archaeological monitoring of ground-disturbing activity within prehistoric archaeological sites (CulRes-07). In addition, pre-construction training (CulRes Sp-02) and the standard stop work order measure (CulRes-09) would be applied to the project. Therefore, impacts to Archaeological Resources are considered ***less than significant with mitigation***.

(c) Human Remains. No evidence of human remains has been encountered on the project site and in the areas of proposed disturbance. However, given the overall cultural sensitivity of the area, as demonstrated by the number of recorded sites in proximity to the project site, there is the potential that unknown cultural resources could be encountered during grading and ground disturbance. Impacts are considered significant but mitigable with pre-construction training of the construction personnel (CulRes Sp-02), monitoring of earth disturbances by a qualified archaeologist and Native American observer (CulRes-07), and the standard measure requiring that work be stopped in the event that cultural materials are uncovered during grading (CulRes-09). Therefore, impacts to Human Remains sources are considered ***less than significant with mitigation***.

(d) Tribal Cultural Resources. As described above in the "Existing Setting" section, no tribal cultural resources (TCRs) were identified on the subject parcel. AB52 consultation took place December 18, 2020. The Santa Ynez Band of Chumash Indians responded on December 23, 2020, requesting no further consultation on the project. No comments were received by the Barbareño/Ventureño Band of Mission Indians. No further comments were received and no tribal cultural resources (TCRs) were identified on the subject parcel. However, given the overall cultural sensitivity of the site, as demonstrated by the number of recorded sites in proximity to the project site, there is the potential that unknown cultural resources, including TCRs, could be encountered during grading and ground disturbance. Impacts are considered potentially significant but mitigable with pre-construction training of the construction personnel (CulRes Sp-02), monitoring (CulRes-07), and the standard condition requiring that work be stopped in the event that cultural materials are uncovered during grading (CulRes-09). These measures would ensure that any previously unidentified cultural resources discovered during site development, including Tribal Cultural Resources, are treated in accordance with the requirements of CEQA and Chapter 8 of the County's Environmental Thresholds and Guidelines. Impacts would be ***less than significant with mitigation.***

Cumulative Impacts: Since the project would not significantly impact cultural resources, it would not have a cumulatively considerable effect on the County's cultural resources with implementation of the mitigation measures described below.

Mitigation and Residual Impact: The following mitigation measures would reduce the project's cultural resource impacts to a less than significant level:

CulRes-02 Educational Training. On the first day of backhoe trenching, prior to ground disturbance, a qualified archaeologist shall conduct cultural resources training for construction personnel to educate them about the types of resources that might be encountered during construction excavation, and the laws and regulations protecting cultural resources and penalties for removal or damage of these resources. The training will also establish procedures for temporary halting and redirecting work to permit sampling, identification, and evaluation of possible cultural resources, as appropriate. The project archaeologist and native American monitor shall be present and conduct this training.

CulRes-07 Cultural Resource Monitor. The Owner/Applicant shall have all earth disturbances including scarification and placement of fill within the archaeological site area monitored by a P&D approved archaeologist and a Native American consultant in compliance with the provisions of the County Archaeological Guidelines. **TIMING**: Prior to issuance, the Owner/Applicant shall submit for P&D review and approval, a contract or Letter of Commitment between the Owner/Applicant and the archaeologist, consisting of a project description and scope of work, and once approved, shall execute the contract. **MONITORING**: The Owner/Applicant shall provide P&D compliance monitoring staff with the name and contact information for the assigned onsite monitor(s) prior to grading/building permit issuance and pre-construction meeting. P&D compliance monitoring staff shall confirm monitoring by archaeologist and Native American consultant and P&D grading inspectors shall spot check field work.

CulRes-09 Stop Work at Encounter. The Owner/Applicant and/or their agents, representatives or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The Owner/Applicant shall immediately contact P&D staff, and retain a P&D approved archaeologist and Native American representative to evaluate the significance of the find in compliance with the provisions of the County Archaeological Guidelines and conduct appropriate mitigation funded by the Owner/Applicant. **PLAN REQUIREMENTS:** This condition shall be printed on all building and grading plans. **MONITORING:** P&D permit processing planner shall check plans prior to issuance of Coastal Development Permit and P&D compliance monitoring staff shall spot check in the field throughout grading and construction.

With the incorporation of these measures, residual impacts would be less than significant.

4.6 ENERGY

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?				X	
b. Requirement for the development or extension of new sources of energy?				X	

Impact Discussion:

(a-b) The County has not identified significance thresholds for electrical and/or natural gas service impacts (Thresholds and Guidelines Manual). Private electrical and natural gas utility companies provide service to customers in Central and Southern California, including the unincorporated areas of Santa Barbara County. However, only mobile equipment would be used to execute the soil excavation and

pipeline/concrete removal work, which would not result any increase in demand upon nearby energy sources. There are no structures proposed as part of this project, therefore no new energy sources would be required and there would be ***no impact*** to energy resources.

Cumulative Impacts: The project's contribution to the regionally significant demand for energy is not considerable, and is therefore less than significant.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be less than significant.

4.7 FIRE PROTECTION

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Introduction of development into an existing high fire hazard area?				X	
b. Project-caused high fire hazard?				X	
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?				X	
d. Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?				X	
e. Development of structures beyond safe Fire Dept. response time?				X	

County Standards: The following County Fire Department standards are applied in evaluating impacts associated with the proposed development:

- The emergency response thresholds include Fire Department staff standards of one on-duty firefighter per 4000 persons (generally 1 engine company per 12,000 people, assuming three firefighters/station). The emergency response time standard is approximately 5-6 minutes.
- Water supply thresholds include a requirement for 750 gpm at 20 psi for all single family dwellings.
- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through hand held line) meets state and national standards assuming a 5,000 square foot structure. Therefore, in any portion of the Fire Department's response area, all structures over 5,000 square feet are an unprotected risk (a significant impact) and therefore should have internal fire sprinklers.
- Access road standards include a minimum width (depending on number of units served and whether parking would be allowed on either side of the road), with some narrowing allowed for driveways. Cul-de-sac diameters, turning radii and road grade must meet minimum Fire Department standards based on project type.
- Two means of egress may be needed and access must not be impeded by fire, flood, or earthquake. A potentially significant impact could occur in the event any of these standards is not adequately met.

Impact Discussion:

(a--e) Predictions about the long-term effects of global climate change in California include increased incidence of wildfires and a longer fire season, due to drier conditions and warmer temperatures. Any increase in the number or severity of wildfires has the potential to impact resources to fight fires when they occur, particularly when the state experiences several wildfires simultaneously. Such circumstances place greater risk on development in high fire hazard areas. Short-term impacts may arise as a result of the introduction of mechanized equipment during removal work, however, the project

is not located within a High Fire Hazard Area and the temporary usage would not hamper fire prevention techniques in the area. No new structures are proposed to be developed. Therefore, ***no impacts*** are expected. County Fire reviewed the proposed project and provided in a letter dated December 18, 2018 with advisory information. No conditions were applied.

Cumulative Impacts: Since the project would not create significant fire hazards, it would not have a cumulatively considerable effect on fire safety within the County.

Mitigation and Residual Impact: No impacts are identified. No mitigation is required.

4.8 GEOLOGIC PROCESSES

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?			X		
b. Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading?			X		
c. Exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise?			X		
d. The destruction, covering or modification of any unique geologic, paleontologic or physical features?			X		
e. Any increase in wind or water erosion of soils, either on or off the site?		X			
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?		X			
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				X	
h. Extraction of mineral or ore?				X	
i. Excessive grading on slopes of over 20%?			X		
j. Sand or gravel removal or loss of topsoil?			X		
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?				X	
l. Excessive spoils, tailings or over-burden?			X		

County Threshold: Pursuant to the County's Adopted Thresholds and Guidelines Manual, impacts related to geological resources may have the potential to be significant if the proposed project involves any of the following characteristics:

1. The project site or any part of the project is located on land having substantial geologic constraints, as determined by P&D or PWD. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development.

2. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.
3. The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.
4. The project is located on slopes exceeding 20% grade.

Impact Discussion:

(a) Potential to Result in Geologic Hazards. The proposed project includes the removal of portions of Line 80 and its associated structures such as pipe supports along the Goleta Slough. The project site is not located within an Alquist-Priolo Fault Hazard Zone but is within close proximity to the Mission Ridge fault system to the north. The proposed project site does not have substantial geological constraints or slopes exceeding 20%. There would not be any exposure to or production of unstable earth conditions such as landslides, earthquakes, soil creep, mudslides or ground failure resulting from the proposed project. The proposed project would involve returning the topography of the area to its existing conditions. Liquefaction potential in the area has been determined to be high, however, no structures would be impacted during a ground failure event because no permanent structures will result from the project. No excessive spoils, tailings or overburden is proposed. The only exception to this is that soil would be excavated and would be stockpiled. Impacts would be ***less than significant.***

(b, j, l) Extensive Grading. The proposed project grading includes approximately 2,768.5 cubic yards (CY) of cut (for removal of pipeline, supports, and temporary access ramp construction) and approximately 2,959.5 CY of fill (total grading is approximately 5,728 CY). With exemption to the temporary access ramp and parking lot, imported natural soil is proposed to be used for the additional fill. No excessive spoils, tailings or overburden is proposed. The only exception to this is that soil would be excavated and would be stockpiled onsite for refilling the graded areas therefore there would be no loss of topsoil. Topography would be restored to match the existing, surrounding area. Impacts would be temporary and ***less than significant.***

(c) Sea Level Rise. Predictions about the long-term effects of global climate change include rising sea levels due to the melting of glaciers and thermal expansion. Rising sea-levels caused by global climate change could increase the rate of coastal-bluff retreat due to scouring of the base of bluffs. Although the exact rate of potential sea level rise cannot be determined, the Intergovernmental Panel on Climate Change[3] predicts that sea levels could possibly rise between 50 and 90 centimeters (approximately 1.6-to-3 feet) by the year 2100. The project site includes areas subject to coastal erosion. Coastal bluff retreat has a potential to impact the site, however, no permanent development is proposed and therefore the project would have a ***less than significant impact*** on bluff retreat and sea level rise.

(d, g, h, k, l) Other Unique Geologic Hazards. The area has been highly disturbed by pipeline construction activities and maintenance, as well as infrastructure for Goleta Beach. The project would not cause destruction, covering or modification of any unique geologic, paleontological, or physical features. The project would not involve the placement of septic disposal systems. No permanent extraction of soil for mineral or ore materials is proposed. Any vibrations from construction work that would affect adjoining areas are likely to be short term, occur during daylight hours, and minimal in comparison to vibrations from the railroad adjacent to the site. ***No impacts*** are anticipated.

(e, f) Potential Erosion and Sedimentation Impacts. No grading operations would modify the Slough, however, grading operations that would occur on the project site would remove vegetative cover and disturb the ground surface, thereby increasing the potential for erosion and sedimentation impacts. The potential for the project to cause substantial erosion and sediment transport would be adequately mitigated by the County's standard erosion control and drainage requirements and mitigation measure Bio-2: Stormwater Pollution Prevention Plan. Impacts would be ***less than significant with mitigation incorporated.***

[3] The Intergovernmental Panel on Climate Change is a scientific intergovernmental body set up by the World Meteorological Organization (WMO) and by the United Nations Environment Programme (UNEP).

(g) Septic Systems. The proposed project would not result in the production of waste water. Septic tanks and waste water disposal systems would not be required. Therefore, there would be ***no impact*** stemming from the installation of septic systems or waste water disposal systems

(h) Mineral Extraction. No permanent extraction of soil for mineral or ore materials is proposed. Therefore, there would be ***no impact*** on mineral or ore materials supplies.

Cumulative Impacts: Since the project would not result in significant geologic impacts after mitigation, and geologic impacts are typically localized in nature, it would not have a cumulatively considerable effect on geologic hazards within the County.

Mitigation and Residual Impact: The following mitigation measure would reduce the project's geologic resource impacts to a less than significant level:

GEO-02 Erosion and Sediment Control Plan. Where required by the latest edition of the California Green Code and/or Chapter 14 of the Santa Barbara County Code, a Storm Water Pollution Prevention Plan (SWPPP), Storm Water Management Plan (SWMP) and/or an Erosion and Sediment Control Plan (ESCP) shall be implemented as part of the project. Grading and erosion and sediment control plans shall be designed to minimize erosion during construction and shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term erosion control measures or permanent landscaping. The Owner/Applicant shall submit the SWPPP, SWMP or ESCP) using Best Management Practices (BMP) designed to stabilize the site, protect natural watercourses/creeks, prevent erosion, convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite. The SWPPP or ESCP shall be a part of the Grading Plan submittal and will be reviewed for its technical merits by P&D. Information on Erosion Control requirements can be found on the County web site re: Grading Ordinance Chapter 14 (http://sbcountyplanning.org/building/grading.cfm) refer to Erosion and Sediment Control Plan Requirements; and in the California Green Code for SWPPP (projects < 1 acre) and/or SWMP requirements. **PLAN REQUIREMENTS**: The grading and SWPPP, SWMP and/or ESCP shall be submitted for review and approved by P&D prior to approval of land use clearances. The plan shall be designed to address erosion, sediment and pollution control during all phases of development of the site until all disturbed areas are permanently stabilized. **TIMING**: The SWPPP requirements shall be implemented prior to the commencement of grading and throughout the year. The ESCP/SWMP requirements shall be implemented between November 1st and April 15th of each year, except pollution control measures shall be implemented year round. **MONITORING**: P&D staff shall perform site inspections throughout the construction phase.

With the incorporation of these measures, residual impacts would be less than significant.

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?			X		
b. The use, storage or distribution of hazardous or toxic materials?			X		
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?		X			

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
d. Possible interference with an emergency response plan or an emergency evacuation plan?			X		
e. The creation of a potential public health hazard?			X		
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?			X		
g. Exposure to hazards from oil or gas pipelines or oil well facilities?			X		
h. The contamination of a public water supply?			X		

Threshold: The County's safety threshold addresses involuntary public exposure from projects involving significant quantities of hazardous materials. The threshold addresses the likelihood and severity of potential accidents to determine whether the safety risks of a project exceed significant levels.

Impact Discussion:

(a, g, h) Line 80 is a natural gas high pressure transmission pipeline that was installed in the 1960s to transfer natural gas to and from the SoCal Gas La Goleta gas storage facility to the transmission and distribution system but has since been decommissioned. The isolated piping is currently filled with low-pressure nitrogen. The proposed project is a Demolition and Reclamation (D&R) permit for removal and abandonment of the pipeline and replace support for Line 159 to increase safety of the pipeline. The process of abandonment would include removing residual hydrocarbons and filling the abandoned portions of the pipe with grout then placing plates over the open ends. No hazardous materials are anticipated to be discharged/produced from the project. If coal tar wrapped piping is encountered, it would be wrapped, removed, and treated as an asbestos-containing material. Abandonment would occur in the underground portion under Tecolotito Creek/Goleta Slough (segment 2) to prevent impacts to the channel. Therefore, impacts would be ***less than significant*** because the project would have a net benefit to the environment.

(b, d - f) The project will remove and abandon portions of Line 80, no permanent development is proposed. The work sites involving heavy equipment are not readily accessible to the public. However, a temporary traffic control plan prepared for the project depicts the work zones of the project and any applicable signage, flaggers, and overall accessibility during construction and ensures the project does not interfere with any emergency response or evacuation plans, nor would it create a potential public health or safety hazard (See Figures 6-8 in Section 4.13 Recreation). The project will remove potential hazardous materials from the site and therefore, impacts would be ***less than significant.***

(c) The project would involve a one-time removal of residual hydrocarbons and temporary transportation of removed portions of the pipeline. Although the amount of residual hydrocarbons is expected to be minimal, the proximity of the hydrocarbons to the sensitive habitats requires implementation of mitigation measure HazMat-01 Spill contingency Plan. With this, impacts from the release of hazardous substances is ***less than significant with mitigation***.

Cumulative Impacts: Since the project would not create significant impacts with respect to hazardous materials and/or risk of upset, it would not have a cumulatively considerable effect on safety within the County.

Mitigation and Residual Impact: The following mitigation measure would reduce the project's Hazardous Materials impacts to a less than significant level:

HazMat-01 Spill Contingency. A Spill Contingency Plan (SCP) outlining measures to prevent the release of oil and/or other hazardous materials from the abandoned and removed pipeline segments including containment methods for emergency clean-up operations shall be developed for the project. All vehicles shall be staged only in appropriately marked and protected areas and at no time shall any cleaning and/or

refueling of equipment be allowed upslope and/or within the vicinity of streambeds. If an accidental spill of a hazardous or toxic material occurs, the RWQCB, CDFG and the SBCFPD shall be notified. **Plan Requirements:** Prevention measures shall include, but not be limited to the identification of appropriate fueling areas away from sensitive habitat areas such as streambeds and on-site storage of containment and spill response materials. The applicant shall designate staging areas, a minimum of 50 feet from wetlands/riparian habitat and stream channels, and these areas shall be depicted on project plans. **Timing:** The SCP shall be developed prior to project implementation and staging areas shall be in place and maintained throughout project activities. **Monitoring:** This plan shall be submitted to SBCPDD and SBCFPD prior to the initiation of ground-disturbing activities.

With the incorporation of these measures, residual impacts would be less than significant.

4.10 LAND USE

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Structures and/or land use incompatible with existing land use?				X	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		
c. The induction of substantial growth or concentration of population?				X	
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				X	
e. Loss of existing affordable dwellings through demolition, conversion or removal?				X	
f. Displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	
h. The loss of a substantial amount of open space?				X	
i. An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)				X	
j. Conflicts with adopted airport safety zones?				X	

Existing Setting: The project site is located within the Eastern Goleta Valley Urban area. Access to the project site is taken from Sandspit Road, which runs along the Goleta Slough to Goleta Beach. The proposed project runs south through the Goleta Slough, west through the Goleta Beach parking lot and up to the eastern edge of the UCSB campus. The land use category is designated Public Utilities and Recreation, and the project is considered compatible with these uses. Onsite resources and development include facilities and infrastructure associated with beach access. The project was reviewed for consistency with policy and regulatory documents relating to the environment and appropriate land use.

Environmental Threshold: The Thresholds and Guidelines Manual contains no specific thresholds for land use. Generally, a potentially significant impact can occur if a project would result in substantial growth inducing effects or result in a physical change in conflict with County policies adopted for the purpose of avoiding or mitigating an environmental effect.

Impact Discussion:

(a, c - j) The proposed project would not result in a change in land use or in the creation of any new structures, sewer lines or access roads, therefore, would not result in any growth-inducing impacts. The project would not result in the demolition, conversion, removal, or displacement of affordable dwellings or displacement of people. No short or long-term adverse impacts to land uses would result from the proposed project. No open space would be lost and no negative economic or social effects would result from the proposed remediation project. The project site is not located within an airport safety zone, however would have no impacts to the airport. Therefore, ***no impacts*** are anticipated.

(b) Policy Consistency. The intent of the project is to remove 2,070 linear feet of Line 80 and abandoning in place 1,271 linear feet of the pipeline while protecting the riparian vegetation and beach access. On the other hand, the ground disturbance caused by the necessary excavations for the project may affect biological resources and streams and creeks that are protected by policies in the Conservation and Land Use Elements of the Comprehensive Plan. Because of these varied Comprehensive Plan policies that relate to conservation of resources, the proposed project and the applicable policies need to be balanced such that the risks are minimized and impacts are reduced.

Implementation of mitigation measures 1-12 would ensure that the proposed project is constructed in a manner that is consistent with biological resource policies. Site restoration activities would be implemented following the completion of site remediation activities to stabilize the disturbed work areas, also consistent with resource policies. Additional mitigations for dust control and erosion and sediment control would allow the project to proceed in a manner that is consistent with policies and make the impacts of the project ***less than significant***.

Cumulative Impacts: The implementation of the project is not anticipated to result in any substantial change to the site's conformance with environmentally protective policies and standards or have significant growth inducing effects. The project will not cause a physical change that conflicts with adopted environmental policies or regulations. The project is not growth inducing, and does not result in the loss of affordable housing, loss of open space, or a significant displacement of people. The project does not involve the extension of a sewer trunk line, and does not conflict with any airport safety zones. The project is compatible with existing land uses, thus, the project would not cause a cumulatively considerable effect on land use.

Mitigation and Residual Impact: With the incorporation of biological and geologic mitigation measures, residual impacts would be less than significant.

4.11 NOISE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?			X		
b. Short-term exposure of people to noise levels exceeding County thresholds?		X			
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?		X			

Existing Setting: The ambient noise environment in the project vicinity is primarily characterized by vehicle noise from SR 217 and aircraft noise from the Santa Barbara Municipal Airport. SR 217 is the major access point into UCSB. According to the Airport Noise Exposure Map (Santa Barbara Municipal Airport 2003), community equivalent noise levels at the project site range between 60 and 65 decibels (dBA). County noise thresholds identify a maximum of 65 dBA for exterior areas and 45 dBA for interior areas.

Noise-sensitive land uses include residences, schools, and hospitals. The project runs from UCSB Campus along Goleta Beach Park and up into the Goleta Slough. Residences for Park Rangers are located within Goleta Beach Park and the closest private residences are located approximately 2,100 feet to the north east.

The County's Environmental Thresholds and Guidelines Manual (Manual) states that noise from grading and construction activity proposed within 1,600 feet of sensitive receptors may result in a potentially significant impact. According to US EPA guidelines, average construction noise is 95 dBA at a 50-foot distance from the source. A 6 dB drop occurs with a doubling of the distance from the source, assuming a natural or "soft" surface. Therefore, locations within 1,600 feet of the construction site would be affected by noise levels over 65 dBA. To mitigate this impact, construction within 1,600 feet of sensitive receptors should be limited to weekdays between the hours of 8:00 a.m. and 5:00 p.m. only. According to the County Manual, construction equipment generating noise levels above 95 dBA may require additional mitigation, such as noise attenuation barriers and muffling of grading equipment.

The County Environmental Thresholds and Guidelines Manual and County Noise Element do not consider recreation and public utility zones to be considered noise-sensitive land uses. Similarly, the Park Ranger residences are not considered sensitive to daytime construction noise (See footnote 3 in Section 4.3 Air Quality).

Impact Discussion:

(a) Long-term Exposure of People to Noise Levels Exceeding County Thresholds. The project is located adjacent to the Santa Barbara Municipal Airport, however, it does not propose a new use in this area that would result in the exposure of people to any new long-term noise sources. Therefore, impacts would be ***less than significant***.

(b) Short-term Exposure of People to Noise Levels Exceeding County Thresholds. The project site currently experiences elevated noise levels associated with SR 217 and the Santa Barbara Municipal Airport. However, the project would result in short-term construction noise that would likely push noise levels above County thresholds at and near the project site. The Thresholds Manual does not consider parks, beaches or sensitive receptors located more than 1,600 feet from the construction area to be sensitive to construction noise, therefore, no sensitive receptors besides the Park Ranger's residence would be impacted. The Park Ranger's residence is located directly adjacent to construction areas and may be exposed to noise exceeding thresholds that are typically applied to noise-sensitive residential uses. However, the Park Ranger's residence is not considered sensitive to daytime construction noise (See footnote 3 in Section 4.3 Air Quality). Therefore, standard noise mitigation which restricts work hours to 8am to 5pm has been recommended to reduce potential public and Park Ranger exposure to construction-related noise. All construction equipment with internal combustion engines would also be equipped with

manufacturer-recommended mufflers per Caltrans specifications. With this, impacts would be ***less than significant with mitigation*** described in measure NOISE-02.

(c) Substantial Increase in Ambient Noise Levels. The project would not increase capacity or use of the surrounding areas. Therefore, traffic noise would not increase as a result of the proposed project and no other stationary noise sources are proposed. Short-term increases in construction-related noise could increase ambient noise levels in the area; however, it is expected that any increase in noise caused by the project's construction would be marginal, with the current ambient noise levels of the area and therefore would not constituting a substantial increase in noise levels. Figure 24 in the Eastern Goleta Valley Community Plan shows the project site as having noise levels of between 60 and 64 DB regularly due to its proximity to the Santa Barbara Airport. No pile driving is proposed and short-term noise would be further reduced through implementation of standard construction noise measures that would limit construction activities to daytime hours. Therefore, impacts would be ***less than significant with mitigation*** described in measure NOISE-02.

Cumulative Impacts: County regulations do not consider the park a sensitive use that would be impacted by short-term construction noise. Therefore, even if compounded by construction of other projects in the vicinity, impacts would be short-term in nature and considered less than significant. With implementation of standard construction noise mitigation measures, the proposed project would not have a significant effect on the public in the project vicinity and would not significantly compound or increase the potential risk of an effect when considered in combination with other past, present and potential future related projects. Therefore, the project would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines. Therefore, no cumulative impact associated with noise would occur.

Mitigation and Residual Impact: The following mitigation measure would reduce the project's biological resource impacts to a less than significant level:

NOISE-02 Construction Hours. The Owner /Applicant, including all contractors and subcontractors shall limit construction activity, including equipment maintenance and site preparation, to the hours between 8:00 a.m. and 5:00 p.m. Monday through Friday. No construction shall occur on weekends or State holidays. Non-noise generating interior construction activities such as plumbing, electrical, drywall and painting (which does not include the use of compressors, tile saws, or other noise-generating equipment) are not subject to these restrictions. Any deviation from the above work hours and days requires County P&D and County Parks Notification within 48 hours. Any subsequent amendment to the Comprehensive General Plan, applicable Community or Specific Plan, or Zoning Code noise standard upon which these construction hours are based shall supersede the hours stated herein. **PLAN REQUIREMENTS:** The Owner/Applicant shall provide and post a sign stating these restrictions at all construction site entries. **TIMING**: Signs shall be posted prior to commencement of construction and maintained throughout construction. **MONITORING**: The Owner/Applicant shall demonstrate that required signs are posted prior to grading/building permit issuance and pre-construction meeting. Building inspectors and permit compliance staff shall spot check and respond to complaints.

With the incorporation of this measure, impacts associated with noise would be less than significant.

4.12 PUBLIC FACILITIES

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. A need for new or altered police protection and/or health care services?				X	
b. Student generation exceeding school capacity?				X	
c. Significant amounts of solid waste or breach any national, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?				X	

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
d. A need for new or altered sewer system facilities (sewer lines, lift-stations, etc.)?				X	
e. The construction of new storm water drainage or water quality control facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	

Impact Discussion: Existing service levels would be sufficient to serve the proposed project. The pipeline to be removed and disposed of from Segment 1 would be transported to a metal scrap yard in the City of Oxnard. The proposed project would not generate solid waste in excess of County thresholds.

(a - e) The project would not cause the need for new or altered sewer system facilities as it is already in the service district, and the District has adequate capacity to serve the project. No additional drainages or water quality control facilities would be necessary to serve the project. Therefore, the project would have no impact to public facilities.

Mitigation and Residual Impact: No impacts are identified. No mitigation is necessary.

4.13 RECREATION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Conflict with established recreational uses of the area?		X			
b. Conflict with biking, equestrian and hiking trails?		X			
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?			X		

Setting/Threshold: The Thresholds and Guidelines Manual contains no threshold for park and recreation impacts. However, the Board of Supervisors has established a minimum standard ratio of 4.7 acres of recreation/open space per 1,000 people to meet the needs of a community. The Santa Barbara County Parks Department maintains more than 900 acres of parks and open spaces, as well as 84 miles of trails and coastal access easements.

The proposed project site is located along the Goleta Slough and Goleta Beach. The Goleta Slough is an area of estuary, tidal creeks, tidal marsh, and wetlands. It is a wildlife corridor that empties into the Pacific Ocean through an intermittently closed mouth at Goleta Beach County Park just east of the UCSB campus and Isla Vista. Goleta Beach is a County park used for Coastal Access. The area offers several recreational opportunities, including the regional recreational facilities of Goleta Beach Park and the Obern Trail, the portion of the Caltrans-designated Coastal Route bike path that crosses the project site. The Park is the largest and most developed coastal recreation and access point in the urban areas of the South Coast of Santa Barbara County. It is the most heavily used park in the County's entire park system and receives approximately 1.6 million visitors per year. It provides access to the longest easily accessible public beach in the Goleta Valley for coastal recreational activities as well as developed park facilities, including lawn areas, individual and group barbeque sites and a children's playground. Sandspit Road and the bridge provide the only vehicular access to the park.

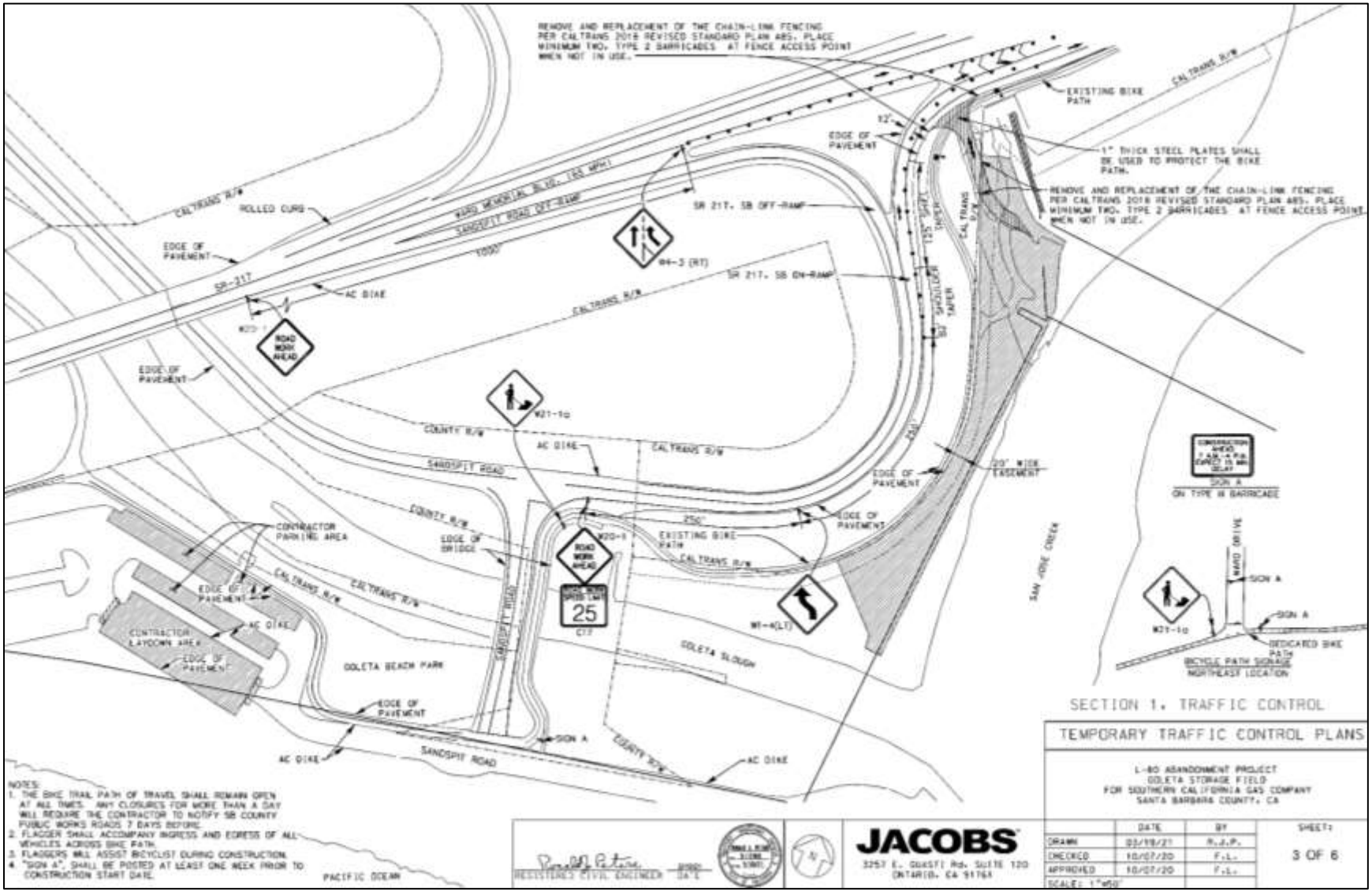


Figure 6. Construction Work Areas for Segment 3.

Figure 7. Construction Work and Staging Area within the Goleta Beach Parking Lot. Eastern End of the Segment.

Figure 8. Construction Work and Staging Area within the Goleta Beach Parking Lot. Western End of the Segment.

The Obern Trail is a separate Class I bike path in the project vicinity, which means it is completely separated from vehicular traffic and provides an exclusive right-of-way for the use of bicyclists and pedestrians, except for the existing crossing on the Goleta Beach Park Bridge. The Class I path generally extends from Hope Ranch (an exclusive residential area approximately 3.5 miles east of the project site) through the UCSB campus to Isla Vista. The bike path will remain open during abatement and removal of Segment 1 and potentially Segment 2. Encroachment into Goleta Beach County Park bike path and for work within Goleta Beach County Park has been approved by the County Barbara Community Services Department.

Impact Discussion:

(a, b) The proposed project would include the use of the existing bike path and Goleta Beach parking lot for access to the project sites and temporary construction along Goleta Beach and the Goleta Slough would be required to remove portions of the SoCal Gas Line 80. Work on Segment 1, Segment 2, and the L159 support replacement is anticipated to last approximately one month. The bike path continues through the parking lot and along Segment 4. Access to the bike path will remain open during abatement and removal of Segment 1 and the L159 support replacements. A flagger will accompany ingress and egress of all vehicles along bike trail and will assist bicyclist during construction. Access through the parking lot will remain open throughout all construction operations and work on segment 4 will not impact vehicle or bike access to the area as it would take place outside of bike and vehicle transportation routes. The Traffic Control Plan identified in Figures 6-8 above shows the staging and work areas with details regarding recreational access. Work on Segments 3 and 4, which run through the Goleta Beach Parking Lot, is anticipated to last approximately two months. The project is anticipated to require 20 to 25 workers per day. The project would also generate various types of hauling trips associated with importing water trucks for dust control, importing fill soil, importing mortar, removing pipe pieces from the site, removing support foundations, and removing debris from pavement cuts. Work on segment 3 will utilize large areas of the Goleta Beach parking lot. Parking restrictions shall be posted 7 days before any work starts and vehicle and bike access shall remain open at all times. The ingress and egress to the eastern portion of the parking lot will be temporarily restricted while work on Segment 2 takes place, allowing for a minimum of one lane of traffic. One lane traffic will occur at all work zone crossings. When construction is not taking place, excavated areas would be covered with steel plates and closed off with cones or other protective shielding measures. Closure and temporary recreational impact signage would be posted at least 7 days prior to construction activities. Access to the Park and bike trail would be maintained throughout the project's construction period, and no significant detours or conflicts with those uses would result. Effects associated with noise and dust generated during construction activities that may affect recreational users are addressed in respective sections of this document.

Although, project implementation would temporarily result in conflicts with established recreational uses of the area, including biking and coastal access, the project would conform to Eastern Goleta Valley Community Plan programs such as PRT-EGV-3A which encourages providing public improvements, protection of coastal resources, restoration, and coastal access within Goleta Beach County Park. Figures 6 and 7 above shows the work areas used for construction activities. The work areas used for Section 3 would conflict with the peak summer seasonal use of the Goleta Beach Parking Lot, which is a popular coastal access destination. To mitigate, construction will not be allowed to take place during the peak season, between May 31 and September 6 (REC-01). Parking for all construction vehicles will be designated within the Goleta Beach parking lot (Parking-02). Once construction activities are completed, the applicant would repair the parking lot and affected park impact areas. The Department of Parks and Recreation provided a condition letter from April 10, 2019 (See Attachment 4). Therefore, project impacts to recreational uses and trails will be ***less than significant with mitigation.***

(c) The proposed project would include the use of the existing bike path and Goleta Beach parking lot for access to the project sites. Temporary construction along the Goleta Beach and Goleta Slough would be required to remove portions of the SoCal Gas Line 80. Work on segment 3 will utilize large areas of the Goleta Beach parking lot. Parking restrictions shall be posted 7 days before any work starts and vehicle and bike access shall remain open at all times. The ingress and egress to the eastern portion of the parking lot will be temporarily restricted, allowing for a minimum of one lane of traffic. One lane traffic will occur at all work zone crossings. The proposed project would not result in any population increase and would

have no adverse impacts on the quality or quantity of existing recreational opportunities, either in the project vicinity or County-wide. The proposed project would enhance the area by removing above and below ground portions of Line 80, therefore, long term impacts to the quality or quantity of existing recreational opportunities would be ***less than significant.***

Cumulative Impacts: Since the project would not affect recreational resources, it would not have a cumulatively considerable effect on recreational resources within the County.

Mitigation and Residual Impact: The following mitigation measures would reduce the project's Recreation impacts to a less than significant level:

REC-01 Seasonal Construction Moratorium. All site preparation, ground disturbance, and construction activities involving use of the Goleta Beach Parking lot and blockage/removal of parking spaces shall take place outside of the peak summer season between May 31, 2021 and September 6, 2021. Because of its location under the beach park parking lot, no construction-related activities on Segment 3 shall occur during this time. If construction-related activities are required during the peak season for Segments 1, 2 and 4, the applicant shall consult with and gain approval from the County Parks Department prior to construction activities to ensure minimization of impacts to users of the beach park. **PLAN REQUIREMENTS:** This condition shall be noted on all construction plans. The location(s) of all fencing shall be graphically depicted in detail on plans. **TIMING:** This restriction shall be maintained throughout construction. **MONITORING:** The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all construction equipment is removed and disturbed areas within the parking lot are returned to a useable condition and made fully available to the public during the peak summer season.

PARKING-02 Onsite Construction Parking. All construction-related vehicles, equipment staging and storage areas shall be located within pre-designated areas within the Goleta Beach parking lot. The intent is to contain parking onsite and outside of the road and highway right of way. Offsite parking locations can be utilized with prior review and approval by the P&D Compliance Planner. The Owner/Applicant shall provide all construction personnel with a written notice of this requirement and a description of approved parking, staging and storage areas. The notice shall also include the name and phone number of the Owner/Applicant's designee responsible for enforcement of this restriction. **PLAN REQUIREMENTS:** Designated construction personnel parking, equipment staging and storage areas shall be depicted on project plans submitted for the Coastal Development Permit and approved by P&D prior to the issuance of the CDP. **TIMING:** A copy of the written notice shall be submitted to P&D permit processing staff prior to Issuance of the Coastal Development Permit. This restriction shall be maintained throughout construction. Offsite parking areas shall be reviewed and approved by Permit Compliance staff prior to their use. **MONITORING:** P&D Permit Compliance staff shall confirm the availability of designated onsite areas during construction, and as required, shall require re-distribution of updated notices and/or refer complaints regarding offsite parking to appropriate agencies.

With the incorporation of this measure, impacts associated with recreation would be less than significant.

4.14 TRANSPORTATION/CIRCULATION

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system?			X		
b. A need for private or public road maintenance, or need for new road(s)?				X	

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
c. Effects on existing parking facilities, or demand for new parking?			X		
d. Substantial impact upon existing transit systems (e.g. bus service) or alteration of present patterns of circulation or movement of people and/or goods?			X		
e. Alteration to waterborne, rail or air traffic?				X	
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)?			X		
g. Inadequate sight distance?			X		
ingress/egress?			X		
general road capacity?			X		
emergency access?			X		
h. Impacts to Congestion Management Plan system?				X	

Setting/Thresholds: According to the County's Environmental Thresholds and Guidelines Manual, a significant traffic impact would occur when:

a. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below, or sends at least 15, 10 or 5 trips to an intersection operating at LOS D, E or F.

LEVEL OF SERVICE (including project)	INCREASE IN VOLUME/CAPACITY GREATER THAN
A	**0.20**
B	**0.15**
C	**0.10**
	Or the addition of:
D	**15 trips**
E	**10 trips**
F	**5 trips**

b. Project access to a major road or arterial road would require a driveway that would create an unsafe situation, or would require a new traffic signal or major revisions to an existing traffic signal.

c. Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic. Exceeding the roadway capacity designated in the Circulation Element may indicate the potential for the occurrence of the above impacts.

d. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Impact Discussion:

(a) Potential Impacts to the Street System. Construction of each segment of pipeline would generate approximately 50 average daily vehicle trips on a temporary basis as outlined in Table 1 in Section 4.3, Air Quality. The pipeline to be removed and disposed of from Segment 1 would be transported to a metal scrap yard in the City of Oxnard. Short-term construction activities would result in additional construction vehicle trips in the area; however, the increase would be minimal and temporary and existing levels of service on adjacent roadways show adequate capacity to accommodate the additional trips without creating significant traffic conflicts or congestion. Therefore, impacts would be ***less than significant***.

(b) Need for New Roads or Road Maintenance. Traffic that would be generated by the project would be temporary and would not result in significant impacts to public streets that would require new roads or a significant amount of increased roadway maintenance. Therefore ***no impacts*** would occur.

(c) Parking. As discussed above in Section 4.13 Recreation, the project would not increase the long-term demand for new parking or permanently affect parking at Goleta Beach. Portions of the parking lot will temporarily be used for staging and construction areas (See Figures 6-8 in Section 4.13 Recreation), however, a construction moratorium will be enforced during the peak summer season and vehicle access and onsite parking will remain available throughout the entire construction process. Parking restrictions shall be posted 7 days before any work starts. Therefore impacts would be ***less than significant***.

(d) Transit. The closest public transit station is located approximately 200 feet to the south of the end of Segment 4 on the UCSB Campus. To minimize traffic disruptions to SR-71, this segment of pipe would be abandoned in place. Traffic patterns would remain substantially unchanged both during construction and upon project completion, and the limited construction area is not expected to indirectly affect adjacent circulation or movement of people or goods. Therefore, impacts would be ***less than significant***.

(e) Waterborne, Rail or Air Traffic. These transportation modes exist in the project vicinity (waterborne in the Pacific Ocean, air from the Santa Barbara Municipal Airport, and rail from the Union Pacific Railroad adjacent to US 101), however, the limited construction activities of the project would not have any effect on these traffic systems. Therefore, ***no impacts*** would occur.

(f, g) Traffic Hazards and Emergency Access. The applicant provided a Traffic/Access Management Plan for the project, outlining the work zones of the project and any applicable signage, flaggers, and overall accessibility during the project construction. Pedestrian access shall be afforded through the work area, either by providing necessary facilities for safe and viable access, or by providing appropriate advance warning to pedestrians to use alternate routes. Bicycle routes and lanes, when impacted by construction, shall be signed to afford safe passage through the work zone or to designate alternate routes. For both pedestrians and bicycles, surfaces shall be maintained free of loose debris and gravel. Therefore, the project would not create a traffic hazard for motorists, pedestrians, or bicyclists, or affect emergency access. The additional traffic caused by the project would have a ***less than significant*** impact of traffic safety.

(h) Congestion Management Plan. Roadways and intersections in the project area operate at acceptable levels of service and are not subject to Congestion Management Plan requirements. Therefore ***no impacts*** would occur.

Cumulative Impacts: The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the threshold of significance for traffic. Therefore, the project's contribution to the regionally significant traffic congestion is not considerable, and is less than significant.

Mitigation and Residual Impact: No impacts are identified and no mitigation is required.

4.15 WATER RESOURCES/FLOODING

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?			X		
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?		X			
c. Change in the amount of surface water in any water body?			X		
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?		X			
e. Alterations to the course or flow of flood water or need for private or public flood control projects?				X	
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?				X	
g. Alteration of the direction or rate of flow of groundwater?				X	
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?				X	
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin?				X	
j. The substantial degradation of groundwater quality including saltwater intrusion?				X	
k. Substantial reduction in the amount of water otherwise available for public water supplies?				X	
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?		X			

Water Resources Thresholds: A project is determined to have a significant effect on water resources if it would exceed established threshold values which have been set for each over drafted groundwater basin. These values were determined based on an estimation of a basin's remaining life of available water storage. If the project's net new consumptive water use [total consumptive demand adjusted for recharge less discontinued historic use] exceeds the threshold adopted for the basin, the project's impacts on water resources are considered significant.

A project is also deemed to have a significant effect on water resources if a net increase in pumping from a well would substantially affect production or quality from a nearby well.

Water Quality Thresholds: A significant water quality impact is presumed to occur if the project:

- Is located within an urbanized area of the county and the project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb one (1) or more acres of land;
- Increases the amount of impervious surfaces on a site by 25% or more;
- Results in channelization or relocation of a natural drainage channel;
- Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands;
- Is an industrial facility that falls under one or more of categories of industrial activity regulated under the NPDES Phase I industrial storm water regulations (facilities with effluent limitation; manufacturing; mineral, metal, oil and gas, hazardous waste, treatment or disposal facilities; landfills; recycling facilities; steam electric plants; transportation facilities; treatment works; and light industrial activity);
- Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit, the Regional Water Quality Control Board's (RWQCB) Basin Plan or otherwise impairs the beneficial uses[4] of a receiving water body;
- Results in a discharge of pollutants into an "impaired" water body that has been designated as such by the State Water Resources Control Board or the RWQCB under Section 303 (d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act); or
- Results in a discharge of pollutants of concern to a receiving water body, as identified by the RWQCB.

Existing Setting: The project area is within the 47.4-square mile Goleta Slough Watershed (Goleta Hydrologic Subarea) within the larger South Coast Hydrologic Unit/South Coast Hydrologic Area (City of Goleta, 2017). The Goleta Slough Watershed encompasses approximately 28,000 acres and drains five major streams: Atascadero, San Pedro, and San Jose creeks (meet "upstream" and north of the slough mouth) and Los Carneros and Tecolotito creeks (meet further "downstream" and west of the slough) (GSEMC, 1997). The streams in the vicinity of the project area originate in the Santa Ynez Mountains and continue through foothills and coastal terrace areas and drain through Goleta Slough before reaching the ocean.

Goleta Slough itself is 430 acres and is comprised of freshwater wetlands and tidal marsh. The Goleta Slough Watershed is primarily open space, although portions of land near the slough have been developed and a large portion of the slough itself has been filled and developed (UCSB, 2010b). The Goleta Slough is a large expanse of open water and estuarine/wetland habitats that supports a rich and diverse coastal ecosystem of biological and cultural importance, and provides important ecosystem services such as floodwater storage capacity and the filtering of pollutants contained within stormwater runoff. The Goleta Slough is the northernmost example of a large southern California estuary and represents the northern limit of distribution for several plant and animal species. A wetland delineation was conducted on July 24, 2018 to identify potential jurisdictional Waters of the United States and Waters of the State that occur in the study area (Rincon, 2018), see Figure 4 in Section 4.4 Biological Resources.

Impact Discussion:

(a, c) Changes in Current, water movements, surface water amounts. The proposed project is intended to restore the site along the Goleta Slough and Goleta Beach parking lot to its pre-development contours, keeping with existing historic flows. The project does not propose the installation of any permanent structures that would cause a change in the course or direction of water movements, percolation rates, or

[4] Beneficial uses for Santa Barbara County are identified by the Regional Water Quality Control Board in the Water Quality Control Plan for the Central Coastal Basin, or Basin Plan, and include (among others) recreation, agricultural supply, groundwater recharge, fresh water habitat, estuarine habitat,

local drainage patterns. The proposed project would have no effect on the drainage. ***Less than significant impacts*** are expected.

(b) Changes to percolation rates, drainage patterns or the rate and amount of surface water runoff. Temporary impacts include grading of the area and the use of construction equipment that could cause erosion into the nearby waters. Mitigation measures BIO-1, BIO-5, and GEO-02 will lower the projects impact to a ***less than significant level with mitigation***.

(d) Discharge to Surface Waters. The purpose of the proposed project is to remove as much of Line 80 and its associated appurtenances (i.e., pipe supports) as possible, then abandon the remaining pipe in place. However, construction activities such as grading could also potentially create temporary runoff and erosion problems. Adherence to standard County grading, erosion, and drainage-control measures would ensure that no significant increase of erosion or storm water runoff would occur. In addition, impacts would be minimized with incorporation of mitigation measure *Bio-05: Construction Best Management Practices* and *GEO-02: Erosion and Sedimentation Control Plan*. Impacts would be ***less than significant with mitigation***.

(e, f) Flooding Hazards. The project is located in the mapped 100-year floodplains however would not alter the course or flow of flood water, or result in exposure of people or property to water related hazards such as flooding. Predictions about the long-term effects of global climate change include rising sea levels due to melting of glaciers and thermal expansion. Rising sea levels could increase the incidence of flooding in coastal areas with altitudes at or near sea-level. Although the exact rate of future sea level rise is unknown, the Intergovernmental Panel on Climate Change has estimated that sea levels may rise between 50 and 90 centimeters (approximately 1.6-to-3 feet) by the year 2100.[5] Although the project does involve lands near sea level, the project scope would not be impacted by sea level rise. Therefore, even if these rates of sea level rise are realized, the development area would remain well above sea level within that planning horizon. The project does not propose the construction of any permanent structures and therefore would not be impacted by sea level rise, or promote seawater intrusion. Impacts would be ***less than significant***.

(g-l) Groundwater. The project would involve the excavation and removal of portions of Line 80 along Goleta Beach and the Goleta Slough. The excavation would be backfilled and compacted following excavation, and the site would be revegetated. The proposed project would not decrease available surface or groundwater supplies nor degrade groundwater quality. Runoff minimized through erosion control BMPs as required by mitigation measure BIO-5 and GEO-02. The project's impact on water supplies would therefore be ***less than significant***.

Cumulative Impacts: The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the threshold of significance for water resources. Therefore, the project's contribution to the regionally significant issues of water supplies and water quality is not considerable, and is less than significant.

Mitigation and Residual Impact: Impacts to surface waters would be mitigated through measures outlined in the Biological Resources Section.

5.0 INFORMATION SOURCES

5.1 County Departments Consulted

Fire, Public Works, Parks, APCD

5.2 Comprehensive Plan

[5] The Intergovernmental Panel on Climate Change is a scientific intergovernmental body set up by the World Meteorological Organization (WMO) and by the United Nations Environment Programme (UNEP).

X	Seismic Safety/Safety Element	X	Conservation Element
X	Open Space Element	X	Noise Element
X	Coastal Plan and Maps	X	Circulation Element
X	ERME		

5.3 Other Sources

X	Field work	X	Ag Preserve maps
X	Calculations	X	Flood Control maps
X	Project plans	X	Other technical references (reports, survey, etc.)
	Traffic studies		
X	Records	X	Planning files, maps, reports
X	Grading plans	X	Zoning maps
X	Elevation, architectural renderings	X	Soils maps/reports
X	Published geological map/reports	X	Plant maps
X	Topographical maps	X	Archaeological maps and reports
		X	Other

6.0 PROJECT SPECIFIC *(short- and long-term)* AND CUMULATIVE IMPACT SUMMARY

The following is a summary of project-specific impacts:

Class I Impacts (Significant and Unavoidable): None identified.

Class II Impacts (Potentially Significant and Subject to Mitigation): Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geologic Processes, Hazardous Materials/Risk of Upset, Noise, Recreation, and Water Resources.

Significant direct short- and long-term project specific impacts would be reduced to a less than significant level through the implementation of the mitigation measures listed in the sections above.

Class III Impacts (Less than Significant): Land Use and Transportation.

The project would have no impacts on Agriculture, Energy, Fire Protection, and Public Facilities.

Cumulative Impacts: With the implementation of the mitigation measures discussed above in each section, the proposed project's contribution to cumulative environmental impacts would not be substantial or significant.

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory?		X			
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?			X		
3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.)		X			
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X			
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR ?			X		

(1) Substantially Degrade the Quality of the Environment. The proposed project does not have the potential to substantially degrade the quality of the environment. As discussed in Section 4.4 (Biological Resources), implementation of the mitigation measures BIO-1 and BIO-4 through BIO-10 would ensure that the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would not contribute significantly to greenhouse gas emissions or significantly increase energy consumption. As discussed in Section 4.5 (Cultural Resources), with the implementation of mitigation measures CulRes-02, CulRes-07, and CulRes-09, the project would not eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be ***less than significant with mitigation*** identified.

(2) Disadvantage Long-term Environmental Goals. The proposed project is designed to achieve the goal of the SoCal Gas to remove to the extent feasible portions of the inactive Line 80 along coastal habitats. The proposed project does not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals. Therefore, impacts would be ***less than significant***.

(3) Cumulative Impacts. As discussed throughout this document, because the project does not propose a new or significantly different use than the existing use, it does have any impacts that are individually limited, but cumulatively considerable. Any contribution of the project to significant cumulative

impacts would be adequately reduced by mitigation measures identified to address project-specific impacts. Therefore, impacts would be ***less than significant with mitigation*** described within each issue area.

(4) Substantially Affect Human Beings. The proposed project would not create environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Project effects would be very limited in duration. Construction equipment would generate short term noise impacts to the single Park Ranger residence in the area; however, this effect would be minimized with the implementation of mitigation measure NOISE-02. Therefore, impacts would be ***less than significant with mitigation***.

(5) Disagreement over the Significance of an Effect. There is no disagreement supported by or predicated upon facts and/or expert opinion over the significance of an effect which would warrant investigation in an EIR. Therefore, impacts would be ***less than significant***.

8.0 PROJECT ALTERNATIVES

CEQA does not require an analysis of potential project alternatives because the proposed project would not result in potentially significant, adverse and unmitigated impacts.

9.0 INITIAL REVIEW OF PROJECT CONSISTENCY WITH APPLICABLE SUBDIVISION, ZONING AND COMPREHENSIVE PLAN REQUIREMENTS

The project is a SoCal Gas improvement project necessary to restore the surrounding environment to natural conditions to the maximum extent feasible. The project will restore the area including the Goleta Slough and Goleta Beach to a more natural open space and recreational area, enhancing existing habitat and water resources. Preliminary analysis indicates that it would be consistent with applicable subdivision, zoning and comprehensive plan requirements.

An analysis of the consistency of the proposed project with applicable policies of the Comprehensive Plan is provided below. The proposed project, with incorporated mitigation measures is expected to be consistent with all land use and development policies.

Coastal Land Use Plan Policy 3-13: Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.

Coastal Land Use Plan Policy 3-14: All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited for development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.

Coastal Land Use Plan Policy 3-15: For necessary grading operations on hillsides, the smallest practical area of land shall be exposed at any one time during development, and the length of exposure shall be kept to the shortest practicable amount of time. The clearing of land should be avoided during the winter rainy season and all measures for removing sediments and stabilizing slopes should be in place before the beginning of the rainy season.

Coastal Land Use Plan Policy 3-16: Sediment basins (including debris basins, desilting basins, or silt traps) shall be installed on the project site in conjunction with the initial grading operations and maintained throughout the development process to remove sediment from runoff waters. All sediment shall be retained on site unless removed to an appropriate dumping location

Coastal Land Use Plan Policy 3-17: Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized immediately with planting of native grasses and shrubs, appropriate nonnative plants, or with accepted landscaping practices.

Coastal Land Use Plan Policy 3-18: Provisions shall be made to conduct surface water to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development. Water runoff shall be retained on-site whenever possible to facilitate groundwater recharge.

Coastal Land Use Plan Policy 3-19: Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.

Coastal Land Use Plan Policy 6-30: Oil and gas facilities shall be dismantled and removed, and their host sites cleaned of contamination and reclaimed to natural conditions, or conditions to accommodate reasonably foreseeable development, in an orderly and timely manner that avoids long-term impacts to the health, safety, and welfare of the public and environment.

Streams and Creeks Policy 1: All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.

Archaeological Site Poly 1: All available measures, including purchase, tax relief, purchase of development rights, etc., shall be explored to avoid development on significant historic, prehistoric, archaeological, and other classes of cultural sites.

Archaeological Site Poly 3: When sufficient planning flexibility does not permit avoiding construction on archaeological or other types of cultural sites, adequate mitigation shall be required. Mitigation shall be designed in accord with guidelines of the State Office of Historic Preservation and the State of California Native American
Heritage Commission.

Archaeological Site Poly 5: Native Americans shall be consulted when development proposals are submitted which impact significant archaeological or cultural sites.

10.0 RECOMMENDATION BY P&D STAFF

On the basis of the Initial Study, the staff of Planning and Development:

____ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

__X__ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff

recommends the preparation of an ND. The ND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.

____ Finds that the proposed project MAY have a significant effect on the environment, and recommends that an EIR be prepared.

____ Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

__X__ With Public Hearing _____ Without Public Hearing

PREVIOUS DOCUMENT: N/A

PROJECT EVALUATOR: **Katie Nall** **DATE:** _____

11.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

____ I agree with staff conclusions. Preparation of the appropriate document may proceed.
____ I DO NOT agree with staff conclusions. The following actions will be taken:
____ I require consultation and further information prior to making my determination.

SIGNATURE:_____ **INITIAL STUDY DATE**: _____

SIGNATURE:_____ **NEGATIVE DECLARATION DATE**:_____

SIGNATURE:_____ **REVISION DATE:** _____

SIGNATURE:_____ **FINAL NEGATIVE DECLARATION DATE:** _____

12.0 ATTACHMENTS

1. Vicinity Map
2. Site Plan
3. APCD Letter dated December 13, 2018
4. Santa Barbara County Parks and Recreation Letter Dated April 10, 2019
5. Air Quality Calculations from CalEEMod

References:

California Air Resources Board, *Climate Change Scoping Plan*, December 2008.
California Energy Commission, http://cal-adapt.org/tools/factsheet/, as accessed on August 31, 2015.
County of Santa Barbara Long Range Planning Division, *Energy and Climate Action Plan*, May 2015.
County of Santa Barbara Long Range Planning Division, *Planner's Step-by-Step Guide for Evaluating Greenhouse Gas Emissions*, July 2015.
County of Santa Barbara Planning and Development, *Environmental Thresholds and Guidelines Manual*, October 2008 (Revised July 2015).

Karl Holland, MA, RPA. *Cultural Resources Extended Phase I Survey Report: Southern California Gas Company Line 80 Pipeline Removal, Santa Barbara County*, California, July 2020.

L80 Abandonment and Removal - Santa Barbara-South of Santa Ynez Range County, Summer. *CalEEMod Version: CalEEMod.2016.3.2*, January 28, 2021.

PMC, *Final Environmental Impact Report for the Energy and Climate Action Plan*, May 2015.

Rincon Consultants, Inc. *Line 80 Abandonment Project Biological Resources Assessment*. July 2020.

Rincon Consultants, Inc. *SoCalGas Line 80 Abandonment Project, Jurisdictional Delineation Report, Santa Barbara, Santa Barbara County, California*, October 4, 2018.

Rincon Consultants, Inc. *SoCalGas Line 80 Abandonment Project, Revegetation and Restoration Plan, Santa Barbara, Santa Barbara County, California*, September 8, 2020.

Santa Barbara County Association of Governments, *Santa Barbara County Regional Growth Forecast 2005-2040*, August 2007.

U.S. Environmental Protection Agency, *Inventory of U.S. Greenhouse Gasses and Sinks: 1990-2011*, April 2013.

Attachment 1

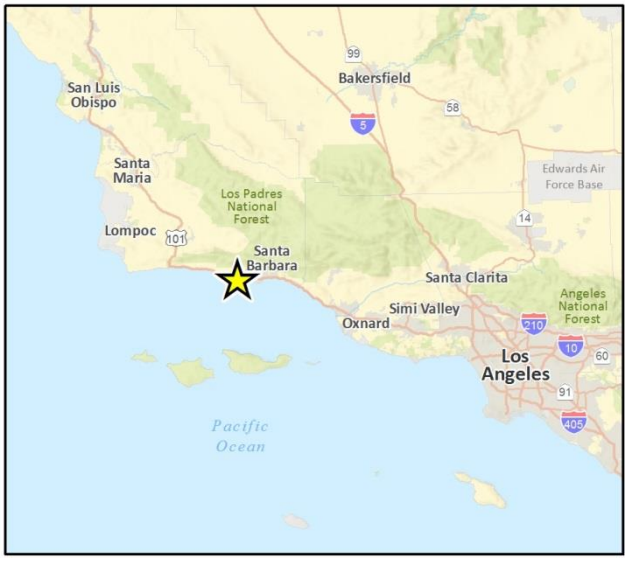
Vicinity Map

Figure 1 Regional Location

Imagery provided by Esri and its licensors © 2018.

Project Location

N



Attachment 2

Site Plan

Figure 2 Project Site and Vicinity

Imagery provided by Microsoft Bing and its licensors © 2020.

Fig PD-2 Project Site

Attachment 3

APCD Letter Dated December 13, 2018

December 13, 2018

Kathryn Lehr
Santa Barbara County
Planning and Development
123 E. Anapamu Street
Santa Barbara, CA 93101

Re: APCD Suggested Conditions on SoCalGas Line 80 Abandonment and Removal, 18DRP-00000-00002, 10CDP-00000-00068

Dear Ms. Lehr:

The Air Pollution Control District (APCD) has reviewed the referenced project, in which SoCalGas proposes to abandon and remove portions of their Line 80 along Goleta Beach and SR 217. Line 80 is a transmission pipeline with a varying diameter of 8-12 inches. The pipeline was used to transfer natural gas to and from the La Goleta gas storage facility to the transmission and distribution system, but has since been decommissioned. Line 80 and its associated pipe supports are to be removed to the extent possible. Remaining pipe will be abandoned in place. In addition to the Line 80 removal, approximately 23 Line 159 pipe anchor supports are proposed to be removed and one support is proposed to be replaced. Construction is expected to take 3 months. Grading associated with the project consist of approximately 893 cubic yards (CY) of cut and 938 CY of fill, with 44.3 CY of imported natural soil. The project site is located southeast of SR 217, east of UCSB, and south of the Santa Barbara Municipal Airport in close proximity to Goleta Beach in the unincorporated Goleta area.

Air Pollution Control District staff offers the following suggested conditions:

1. Standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the APCD prior to grading/building permit issuance.

2. APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities* establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/rule345.pdf.

3. The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible.

4. All portable diesel-fired construction engines rated at 50 bhp or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.

5. The applicant is required to complete and submit an **Asbestos Demolition/Renovation Notification or an EXEMPTION** from Notification for Renovation and Demolition (APCD Form ENF-28 or APCD Form ENF-28e), which can be downloaded at www.ourair.org/compliance-forms/ for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed exemption or notification should be presented, mailed, or emailed to the Santa Barbara County Air Pollution Control District with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. The applicant should visit www.ourair.org/asbestos/ to determine whether the project triggers asbestos notification requirements or whether the project qualifies for an exemption.

6. If contaminated soils are found at the project site, the APCD must be contacted to determine if Authority to Construct and/or Permit to Operate permits will be required. APCD permits are required for all soil vapor extraction activities. APCD permits are also required for the excavation ("dig-and-haul") of more than 1,000 cubic yards of contaminated soil.

7. *Advisory:* If odor generation becomes a concern during pipeline removal/abandonment activities, the applicant should consider using a degassing unit to control odors. Some companies already have APCD permits with the District for such equipment. The applicant could consider utilizing an already permitted unit through a company, or could contact the APCD to obtain a permit or permit exemption for the use of a degassing unit.

8. At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:
   - Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
   - Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
   - See www.arb.ca.gov/noidle for more information.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8890 or via email at BarhamC@sbcapcd.org.

Sincerely,

Carly Barham

Carly Barham
Planning Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: James Chuang, Southern California Gas Company
Chron File

Santa Barbara County
Air Pollution Control District

ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345).

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
- Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, OR using roll-compaction, OR revegetating, OR by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.
- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
- The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

PLAN REQUIREMENTS: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. **Timing**: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

Santa Barbara County
Air Pollution Control District

ATTACHMENT B
DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NOx idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.

The following measures are recommended:

- Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
- Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.
- Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

PLAN REQUIREMENTS AND TIMING: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

Attachment 4

Santa Barbara County Parks and Recreation Letter Dated April 10, 2019

George Chapjian, Director, Community Services
Sarah York Rubin, Executive Director, Office of Arts & Culture
Ryder Bailey, CPA, Chief Financial Officer, Community Services
Dinah Lockhart, Deputy Director, Housing & Community Development
Ashley Watkins, Co-Division Chief, Sustainability Division

April 10, 2019

TO: Kathryn Lehr, Planner
Planning & Development

FROM: George Amoon, Contract Park Planner
Jill Van Wie, Capital Division Manager

RE: Case Nos.: 18DRP-00000-00002 and 18CDP-00000-00068
Project: SoCal Gas Line 80 Abandonment & Removal

County Parks recommends the following conditions to the approval of the above referenced project:

1) Southern California Gas Company shall remove the portion of the Segment 4 pipeline from Segment 3 to immediately south of Highway 217. The County will likely utilize that location for relocated utilities (other than gas) as part of the Adaptive Management Plan for sea level rise.

2) Parking lots 4, 5 and 6 proposed for construction staging shall remain open for access by the County due to an area of it serving as a reinforced access way by County Public Works for debris basin deposition.

3) The proposed staging areas and temporary bike path detour access locations on the traffic plan shall be available for review and approval in the field by County Parks Division in the event slight adjustments are needed for vehicular or bicycle access; staging areas shall adhere to the avoidance of cultural and biological areas.

4) Wheel stops in the construction/staging areas shall be removed and replaced.

5) Roadways and parking lot areas where construction will occur (as circled in red in the attached) as well as any pavement damage from heavy equipment use and transit within Goleta Beach Park overall shall be repaved rather than patched.

6) Any developed areas, including curbs, playground areas or other recreational amenities that are disturbed shall be replaced in-kind. Material specifications and/or manufacturers must be approved by County Parks to verify in-kind replacement

7) Any trees or tree root zones that are affected shall be replaced including any native trees at a 10:1 ratio with approval by County Parks Division.

8) Restoration Plan shall incorporate the portion of Segment 4 south of Highway 217 connecting to Segment 3.

9) Construction shall occur between October and April when Goleta Beach Park and the associated parking demand is lower.

cc: George Chapjian, Community Services Department Director

Attachment 5

Air Quality Calculations from CalEEMod

L80 Abandonment and Removal

Santa Barbara-South of Santa Ynez Range County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	37
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Construction Phase - Schedule

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Trips and VMT - Client data.

Grading - Segment 1 - 27,560 sf work area plus 5,200 sf ramp. Segment 3, 5 feet-wide by 1,565 feet long trench

Construction Off-road Equipment Mitigation - SBCAPCD Rule 345.

Table Name	Column Name	Default Value	New Value
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tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	2.00	43.00
tblConstructionPhase	NumDays	5.00	43.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
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tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 4
tblOffRoadEquipment	UsageHours	8.00	6.00
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripLength	20.00	6.40
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tblTripsAndVMT	HaulingTripLength	20.00	6.40
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tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
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tblTripsAndVMT	VendorTripNumber	0.00	8.00

tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
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tblTripsAndVMT	WorkerTripNumber	0.00	40.00
tblTripsAndVMT	WorkerTripNumber	23.00	40.00
tblTripsAndVMT	WorkerTripNumber	35.00	50.00
tblTripsAndVMT	WorkerTripNumber	10.00	40.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.1620	30.1359	34.7203	0.0609	0.8592	1.5468	2.2315	0.2245	1.5117	1.6783	0.0000	5,657.7743	5,657.7743	0.8059	0.0000	5,675.9514
Maximum	**4.1620**	**30.1359**	**34.7203**	**0.0609**	**0.8592**	**1.5468**	**2.2315**	**0.2245**	**1.5117**	**1.6783**	**0.0000**	**5,657.7743**	**5,657.7743**	**0.8059**	**0.0000**	**5,675.9514**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Year	lb/day										lb/day					
2021	4.1620	30.1359	34.7203	0.0609	0.8372	1.5468	2.2094	0.2221	1.5117	1.6780	0.0000	5,657.7743	5,657.7743	0.8059	0.0000	5,675.9514
Maximum	**4.1620**	**30.1359**	**34.7203**	**0.0609**	**0.8372**	**1.5468**	**2.2094**	**0.2221**	**1.5117**	**1.6780**	**0.0000**	**5,657.7743**	**5,657.7743**	**0.8059**	**0.0000**	**5,675.9514**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**2.57**	**0.00**	**0.99**	**1.06**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Segment 1	Grading	4/1/2021	4/30/2021	5	22	
2	L159	Building Construction	4/1/2021	4/30/2021	5	22	
3	Segment 2	Paving	4/1/2021	4/30/2021	5	22	
4	Segment 3	Grading	5/3/2021	6/30/2021	5	43	
5	Segment 4	Paving	5/3/2021	6/30/2021	5	43	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Segment 1	Concrete/Industrial Saws	2	8.00	81	0.73
Segment 1	Cranes	1	4.00	231	0.29
Segment 1	Excavators	1	3.00	158	0.38

Segment 1	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Segment 1	Welders	2	8.00	46	0.45
L159	Bore/Drill Rigs	1	4.00	221	0.50
L159	Cement and Mortar Mixers	1	6.00	9	0.56
L159	Cranes	1	4.00	231	0.29
L159	Pumps	1	8.00	84	0.74
L159	Tractors/Loaders/Backhoes	1	6.00	97	0.37
L159	Welders	2	8.00	46	0.45
Segment 2	Cement and Mortar Mixers	1	6.00	9	0.56
Segment 2	Welders	8	1.00	46	0.45
Segment 3	Air Compressors	1	6.00	78	0.48
Segment 3	Concrete/Industrial Saws	2	8.00	81	0.73
Segment 3	Cranes	1	4.00	231	0.29
Segment 3	Excavators	1	3.00	158	0.38
Segment 3	Generator Sets	2	8.00	84	0.74
Segment 3	Pavers	1	7.00	130	0.42
Segment 3	Signal Boards	1	8.00	6	0.82
Segment 3	Sweepers/Scrubbers	1	1.00	64	0.46
Segment 3	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Segment 3	Welders	2	8.00	46	0.45
Segment 4	Cement and Mortar Mixers	2	6.00	9	0.56
Segment 4	Welders	2	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Segment 1	7	40.00	8.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT
L159	7	40.00	2.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT
Segment 2	9	40.00	0.00	2.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT
Segment 3	14	50.00	8.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT

Segment 4	4	40.00	0.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Segment 1 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0362	0.0000	0.0362	3.9000e-003	0.0000	3.9000e-003			0.0000			0.0000
Off-Road	1.8078	13.7476	14.6993	0.0248		0.7159	0.7159		0.6982	0.6982		2,292.9012	2,292.9012	0.3469		2,301.5729
Total	**1.8078**	**13.7476**	**14.6993**	**0.0248**	**0.0362**	**0.7159**	**0.7521**	**3.9000e-003**	**0.6982**	**0.7021**		**2,292.9012**	**2,292.9012**	**0.3469**		**2,301.5729**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.4000e-004	0.0268	6.6300e-003	5.0000e-005	1.0100e-003	7.0000e-005	1.0900e-003	2.8000e-004	7.0000e-005	3.5000e-004		6.1339	6.1339	6.3000e-004		6.1496
Vendor	0.0238	0.4282	0.2341	1.3700e-003	0.0502	1.5600e-003	0.0517	0.0151	1.4900e-003	0.0166		142.1990	142.1990	2.7400e-003		142.2676
Worker	0.1159	0.0863	0.8494	2.2100e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		219.6496	219.6496	6.7500e-003		219.8184
Total	**0.1403**	**0.5414**	**1.0901**	**3.6300e-003**	**0.3038**	**3.1900e-003**	**0.3070**	**0.0824**	**3.0000e-003**	**0.0854**		**367.9825**	**367.9825**	**0.0101**		**368.2356**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0141	0.0000	0.0141	1.5200e-003	0.0000	1.5200e-003			0.0000			0.0000
Off-Road	1.8078	13.7476	14.6993	0.0248		0.7159	0.7159		0.6982	0.6982	0.0000	2,292.9012	2,292.9012	0.3469		2,301.5729
Total	**1.8078**	**13.7476**	**14.6993**	**0.0248**	**0.0141**	**0.7159**	**0.7300**	**1.5200e-003**	**0.6982**	**0.6997**	**0.0000**	**2,292.9012**	**2,292.9012**	**0.3469**		**2,301.5729**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.4000e-004	0.0268	6.6300e-003	5.0000e-005	1.0100e-003	7.0000e-005	1.0900e-003	2.8000e-004	7.0000e-005	3.5000e-004		6.1339	6.1339	6.3000e-004		6.1496
Vendor	0.0238	0.4282	0.2341	1.3700e-003	0.0502	1.5600e-003	0.0517	0.0151	1.4900e-003	0.0166		142.1990	142.1990	2.7400e-003		142.2676
Worker	0.1159	0.0863	0.8494	2.2100e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		219.6496	219.6496	6.7500e-003		219.8184
Total	**0.1403**	**0.5414**	**1.0901**	**3.6300e-003**	**0.3038**	**3.1900e-003**	**0.3070**	**0.0824**	**3.0000e-003**	**0.0854**		**367.9825**	**367.9825**	**0.0101**		**368.2356**

3.3 L159 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Off-Road	1.5058	11.8619	11.1331	0.0222		0.5647	0.5647		0.5464	0.5464		2,036.9540	2,036.9540	0.4028		2,047.0236
Total	**1.5058**	**11.8619**	**11.1331**	**0.0222**		**0.5647**	**0.5647**		**0.5464**	**0.5464**		**2,036.9540**	**2,036.9540**	**0.4028**		**2,047.0236**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.4000e-004	0.0268	6.6300e-003	5.0000e-005	1.0100e-003	7.0000e-005	1.0900e-003	2.8000e-004	7.0000e-005	3.5000e-004		6.1339	6.1339	6.3000e-004		6.1496
Vendor	5.9400e-003	0.1071	0.0585	3.4000e-004	0.0125	3.9000e-004	0.0129	3.7600e-003	3.7000e-004	4.1400e-003		35.5498	35.5498	6.9000e-004		35.5669
Worker	0.1159	0.0863	0.8494	2.2100e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		219.6496	219.6496	6.7500e-003		219.8184
Total	**0.1225**	**0.2202**	**0.9146**	**2.6000e-003**	**0.2662**	**2.0200e-003**	**0.2682**	**0.0711**	**1.8800e-003**	**0.0729**		**261.3332**	**261.3332**	**8.0700e-003**		**261.5349**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5058	11.8619	11.1331	0.0222		0.5647	0.5647		0.5464	0.5464	0.0000	2,036.9540	2,036.9540	0.4028		2,047.0236
Total	**1.5058**	**11.8619**	**11.1331**	**0.0222**		**0.5647**	**0.5647**		**0.5464**	**0.5464**	**0.0000**	**2,036.9540**	**2,036.9540**	**0.4028**		**2,047.0236**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.4000e-004	0.0268	6.6300e-003	5.0000e-005	1.0100e-003	7.0000e-005	1.0900e-003	2.8000e-004	7.0000e-005	3.5000e-004		6.1339	6.1339	6.3000e-004		6.1496
Vendor	5.9400e-003	0.1071	0.0585	3.4000e-004	0.0125	3.9000e-004	0.0129	3.7600e-003	3.7000e-004	4.1400e-003		35.5498	35.5498	6.9000e-004		35.5669
Worker	0.1159	0.0863	0.8494	2.2100e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		219.6496	219.6496	6.7500e-003		219.8184
Total	**0.1225**	**0.2202**	**0.9146**	**2.6000e-003**	**0.2662**	**2.0200e-003**	**0.2682**	**0.0711**	**1.8800e-003**	**0.0729**		**261.3332**	**261.3332**	**8.0700e-003**		**261.5349**

3.4 Segment 2 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3467	1.7850	1.9501	3.0900e-003		0.0849	0.0849		0.0849	0.0849		245.3650	245.3650	0.0310		246.1387
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3467**	**1.7850**	**1.9501**	**3.0900e-003**		**0.0849**	**0.0849**		**0.0849**	**0.0849**		**245.3650**	**245.3650**	**0.0310**		**246.1387**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.2000e-004	0.0134	3.3100e-003	3.0000e-005	5.1000e-004	4.0000e-005	5.4000e-004	1.4000e-004	3.0000e-005	1.7000e-004		3.0670	3.0670	3.1000e-004		3.0748
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1159	0.0863	0.8494	2.2100e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		219.6496	219.6496	6.7500e-003		219.8184
Total	**0.1162**	**0.0998**	**0.8527**	**2.2400e-003**	**0.2531**	**1.6000e-003**	**0.2547**	**0.0672**	**1.4700e-003**	**0.0686**		**222.7165**	**222.7165**	**7.0600e-003**		**222.8932**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3467	1.7850	1.9501	3.0900e-003		0.0849	0.0849		0.0849	0.0849	0.0000	245.3650	245.3650	0.0310		246.1387
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3467**	**1.7850**	**1.9501**	**3.0900e-003**		**0.0849**	**0.0849**		**0.0849**	**0.0849**	**0.0000**	**245.3650**	**245.3650**	**0.0310**		**246.1387**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	3.2000e-004	0.0134	3.3100e-003	3.0000e-005	5.1000e-004	4.0000e-005	5.4000e-004	1.4000e-004	3.0000e-005	1.7000e-004		3.0670	3.0670	3.1000e-004		3.0748
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1159	0.0863	0.8494	2.2100e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		219.6496	219.6496	6.7500e-003		219.8184
Total	**0.1162**	**0.0998**	**0.8527**	**2.2400e-003**	**0.2531**	**1.6000e-003**	**0.2547**	**0.0672**	**1.4700e-003**	**0.0686**		**222.7165**	**222.7165**	**7.0600e-003**		**222.8932**

3.5 Segment 3 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.4400e-003	0.0000	4.4400e-003	4.8000e-004	0.0000	4.8000e-004			0.0000			0.0000
Off-Road	3.1834	25.9159	28.6680	0.0484		1.3719	1.3719		1.3372	1.3372		4,524.3572	4,524.3572	0.6466		4,540.5225
Total	**3.1834**	**25.9159**	**28.6680**	**0.0484**	**4.4400e-003**	**1.3719**	**1.3764**	**4.8000e-004**	**1.3372**	**1.3377**		**4,524.3572**	**4,524.3572**	**0.6466**		**4,540.5225**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.3000e-004	0.0137	3.3900e-003	3.0000e-005	5.2000e-004	4.0000e-005	5.6000e-004	1.4000e-004	4.0000e-005	1.8000e-004		3.1383	3.1383	3.2000e-004		3.1463
Vendor	0.0238	0.4282	0.2341	1.3700e-003	0.0502	1.5600e-003	0.0517	0.0151	1.4900e-003	0.0166		142.1990	142.1990	2.7400e-003		142.2676
Worker	0.1449	0.1079	1.0618	2.7600e-003	0.3158	1.9500e-003	0.3177	0.0838	1.7900e-003	0.0856		274.5620	274.5620	8.4400e-003		274.7730
Total	**0.1690**	**0.5499**	**1.2992**	**4.1600e-003**	**0.3665**	**3.5500e-003**	**0.3700**	**0.0990**	**3.3200e-003**	**0.1023**		**419.8992**	**419.8992**	**0.0115**		**420.1869**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7300e-003	0.0000	1.7300e-003	1.9000e-004	0.0000	1.9000e-004			0.0000			0.0000
Off-Road	3.1834	25.9159	28.6680	0.0484		1.3719	1.3719		1.3372	1.3372	0.0000	4,524.3572	4,524.3572	0.6466		4,540.5224
Total	**3.1834**	**25.9159**	**28.6680**	**0.0484**	**1.7300e-003**	**1.3719**	**1.3736**	**1.9000e-004**	**1.3372**	**1.3374**	**0.0000**	**4,524.3572**	**4,524.3572**	**0.6466**		**4,540.5224**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.3000e-004	0.0137	3.3900e-003	3.0000e-005	5.2000e-004	4.0000e-005	5.6000e-004	1.4000e-004	4.0000e-005	1.8000e-004		3.1383	3.1383	3.2000e-004		3.1463
Vendor	0.0238	0.4282	0.2341	1.3700e-003	0.0502	1.5600e-003	0.0517	0.0151	1.4900e-003	0.0166		142.1990	142.1990	2.7400e-003		142.2676
Worker	0.1449	0.1079	1.0618	2.7600e-003	0.3158	1.9500e-003	0.3177	0.0838	1.7900e-003	0.0856		274.5620	274.5620	8.4400e-003		274.7730
Total	**0.1690**	**0.5499**	**1.2992**	**4.1600e-003**	**0.3665**	**3.5500e-003**	**0.3700**	**0.0990**	**3.3200e-003**	**0.1023**		**419.8992**	**419.8992**	**0.0115**		**420.1869**

3.6 Segment 4 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6935	3.5701	3.9002	6.1800e-003		0.1697	0.1697		0.1697	0.1697		490.7299	490.7299	0.0619		492.2774
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6935**	**3.5701**	**3.9002**	**6.1800e-003**		**0.1697**	**0.1697**		**0.1697**	**0.1697**		**490.7299**	**490.7299**	**0.0619**		**492.2774**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.3000e-004	0.0137	3.3900e-003	3.0000e-005	5.2000e-004	4.0000e-005	5.6000e-004	1.4000e-004	4.0000e-005	1.8000e-004		3.1383	3.1383	3.2000e-004		3.1463
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1159	0.0863	0.8494	2.2100e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		219.6496	219.6496	6.7500e-003		219.8184
Total	**0.1162**	**0.1001**	**0.8528**	**2.2400e-003**	**0.2531**	**1.6000e-003**	**0.2547**	**0.0672**	**1.4800e-003**	**0.0686**		**222.7879**	**222.7879**	**7.0700e-003**		**222.9647**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6935	3.5701	3.9002	6.1800e-003		0.1697	0.1697		0.1697	0.1697	0.0000	490.7299	490.7299	0.0619		492.2774

Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6935**	**3.5701**	**3.9002**	**6.1800e-003**		**0.1697**	**0.1697**		**0.1697**	**0.1697**	**0.0000**	**490.7299**	**490.7299**	**0.0619**		**492.2774**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.3000e-004	0.0137	3.3900e-003	3.0000e-005	5.2000e-004	4.0000e-005	5.6000e-004	1.4000e-004	4.0000e-005	1.8000e-004		3.1383	3.1383	3.2000e-004		3.1463
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1159	0.0863	0.8494	2.2100e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		219.6496	219.6496	6.7500e-003		219.8184
Total	**0.1162**	**0.1001**	**0.8528**	**2.2400e-003**	**0.2531**	**1.6000e-003**	**0.2547**	**0.0672**	**1.4800e-003**	**0.0686**		**222.7879**	**222.7879**	**7.0700e-003**		**222.9647**

L80 Abandonment and Removal - Santa Barbara-South of Santa Ynez Range County, Winter

L80 Abandonment and Removal

Santa Barbara-South of Santa Ynez Range County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	37
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Construction Phase - Schedule

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Trips and VMT - Client data.

Grading - Segment 1 - 27,560 sf work area plus 5,200 sf ramp. Segment 3, 5 feet-wide by 1,565 feet long trench

Construction Off-road Equipment Mitigation - SBCAPCD Rule 345.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	NumDays	100.00	22.00
tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	2.00	43.00
tblConstructionPhase	NumDays	5.00	43.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Segment 1

tblOffRoadEquipment	PhaseName		Segment 1
tblOffRoadEquipment	PhaseName		Segment 1
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tblOffRoadEquipment	PhaseName		L159
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tblOffRoadEquipment	PhaseName		L159
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tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 4
tblOffRoadEquipment	UsageHours	8.00	6.00
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00

tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	WorkerTripNumber	18.00	40.00
tblTripsAndVMT	WorkerTripNumber	0.00	40.00
tblTripsAndVMT	WorkerTripNumber	23.00	40.00
tblTripsAndVMT	WorkerTripNumber	35.00	50.00
tblTripsAndVMT	WorkerTripNumber	10.00	40.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.1971	30.1704	34.8105	0.0608	0.8592	1.5468	2.2315	0.2245	1.5117	1.6783	0.0000	5,645.7759	5,645.7759	0.8061	0.0000	5,663.9573
Maximum	**4.1971**	**30.1704**	**34.8105**	**0.0608**	**0.8592**	**1.5468**	**2.2315**	**0.2245**	**1.5117**	**1.6783**	**0.0000**	**5,645.7759**	**5,645.7759**	**0.8061**	**0.0000**	**5,663.9573**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Year	lb/day										lb/day					
2021	4.1971	30.1704	34.8105	0.0608	0.8372	1.5468	2.2095	0.2221	1.5117	1.6780	0.0000	5,645.7759	5,645.7759	0.8061	0.0000	5,663.9573
Maximum	**4.1971**	**30.1704**	**34.8105**	**0.0608**	**0.8372**	**1.5468**	**2.2095**	**0.2221**	**1.5117**	**1.6780**	**0.0000**	**5,645.7759**	**5,645.7759**	**0.8061**	**0.0000**	**5,663.9573**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**2.57**	**0.00**	**0.99**	**1.06**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Segment 1	Grading	4/1/2021	4/30/2021	5	22	
2	L159	Building Construction	4/1/2021	4/30/2021	5	22	
3	Segment 2	Paving	4/1/2021	4/30/2021	5	22	
4	Segment 3	Grading	5/3/2021	6/30/2021	5	43	
5	Segment 4	Paving	5/3/2021	6/30/2021	5	43	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Segment 1	Concrete/Industrial Saws	2	8.00	81	0.73
Segment 1	Cranes	1	4.00	231	0.29
Segment 1	Excavators	1	3.00	158	0.38

Segment 1	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Segment 1	Welders	2	8.00	46	0.45
L159	Bore/Drill Rigs	1	4.00	221	0.50
L159	Cement and Mortar Mixers	1	6.00	9	0.56
L159	Cranes	1	4.00	231	0.29
L159	Pumps	1	8.00	84	0.74
L159	Tractors/Loaders/Backhoes	1	6.00	97	0.37
L159	Welders	2	8.00	46	0.45
Segment 2	Cement and Mortar Mixers	1	6.00	9	0.56
Segment 2	Welders	8	1.00	46	0.45
Segment 3	Air Compressors	1	6.00	78	0.48
Segment 3	Concrete/Industrial Saws	2	8.00	81	0.73
Segment 3	Cranes	1	4.00	231	0.29
Segment 3	Excavators	1	3.00	158	0.38
Segment 3	Generator Sets	2	8.00	84	0.74
Segment 3	Pavers	1	7.00	130	0.42
Segment 3	Signal Boards	1	8.00	6	0.82
Segment 3	Sweepers/Scrubbers	1	1.00	64	0.46
Segment 3	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Segment 3	Welders	2	8.00	46	0.45
Segment 4	Cement and Mortar Mixers	2	6.00	9	0.56
Segment 4	Welders	2	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Segment 1	7	40.00	8.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT
L159	7	40.00	2.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT
Segment 2	9	40.00	0.00	2.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT
Segment 3	14	50.00	8.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT

Segment 4	4	40.00	0.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT	

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Segment 1 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0362	0.0000	0.0362	3.9000e-003	0.0000	3.9000e-003			0.0000			0.0000
Off-Road	1.8078	13.7476	14.6993	0.0248		0.7159	0.7159		0.6982	0.6982		2,292.9012	2,292.9012	0.3469		2,301.5729
Total	**1.8078**	**13.7476**	**14.6993**	**0.0248**	**0.0362**	**0.7159**	**0.7521**	**3.9000e-003**	**0.6982**	**0.7021**		**2,292.9012**	**2,292.9012**	**0.3469**		**2,301.5729**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.7000e-004	0.0265	7.3800e-003	5.0000e-005	1.0100e-003	8.0000e-005	1.0900e-003	2.8000e-004	7.0000e-005	3.5000e-004		5.9209	5.9209	6.6000e-004		5.9373
Vendor	0.0253	0.4351	0.2540	1.3700e-003	0.0502	1.5800e-003	0.0518	0.0151	1.5100e-003	0.0166		141.8471	141.8471	2.8500e-003		141.9184
Worker	0.1308	0.0988	0.8803	2.1600e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		214.5703	214.5703	6.7700e-003		214.7394
Total	**0.1568**	**0.5604**	**1.1417**	**3.5800e-003**	**0.3038**	**3.2200e-003**	**0.3070**	**0.0824**	**3.0200e-003**	**0.0854**		**362.3382**	**362.3382**	**0.0103**		**362.5951**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0141	0.0000	0.0141	1.5200e-003	0.0000	1.5200e-003			0.0000			0.0000
Off-Road	1.8078	13.7476	14.6993	0.0248		0.7159	0.7159		0.6982	0.6982	0.0000	2,292.9012	2,292.9012	0.3469		2,301.5729
Total	**1.8078**	**13.7476**	**14.6993**	**0.0248**	**0.0141**	**0.7159**	**0.7300**	**1.5200e-003**	**0.6982**	**0.6997**	**0.0000**	**2,292.9012**	**2,292.9012**	**0.3469**		**2,301.5729**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.7000e-004	0.0265	7.3800e-003	5.0000e-005	1.0100e-003	8.0000e-005	1.0900e-003	2.8000e-004	7.0000e-005	3.5000e-004		5.9209	5.9209	6.6000e-004		5.9373
Vendor	0.0253	0.4351	0.2540	1.3700e-003	0.0502	1.5800e-003	0.0518	0.0151	1.5100e-003	0.0166		141.8471	141.8471	2.8500e-003		141.9184
Worker	0.1308	0.0988	0.8803	2.1600e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		214.5703	214.5703	6.7700e-003		214.7394
Total	**0.1568**	**0.5604**	**1.1417**	**3.5800e-003**	**0.3038**	**3.2200e-003**	**0.3070**	**0.0824**	**3.0200e-003**	**0.0854**		**362.3382**	**362.3382**	**0.0103**		**362.5951**

3.3 L159 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Off-Road	1.5058	11.8619	11.1331	0.0222		0.5647	0.5647		0.5464	0.5464		2,036.9540	2,036.9540	0.4028		2,047.0236
Total	**1.5058**	**11.8619**	**11.1331**	**0.0222**		**0.5647**	**0.5647**		**0.5464**	**0.5464**		**2,036.9540**	**2,036.9540**	**0.4028**		**2,047.0236**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.7000e-004	0.0265	7.3800e-003	5.0000e-005	1.0100e-003	8.0000e-005	1.0900e-003	2.8000e-004	7.0000e-005	3.5000e-004		5.9209	5.9209	6.6000e-004		5.9373
Vendor	6.3200e-003	0.1088	0.0635	3.4000e-004	0.0125	4.0000e-004	0.0129	3.7600e-003	3.8000e-004	4.1400e-003		35.4618	35.4618	7.1000e-004		35.4796
Worker	0.1308	0.0988	0.8803	2.1600e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		214.5703	214.5703	6.7700e-003		214.7394
Total	**0.1378**	**0.2341**	**0.9512**	**2.5500e-003**	**0.2662**	**2.0400e-003**	**0.2682**	**0.0711**	**1.8900e-003**	**0.0729**		**255.9529**	**255.9529**	**8.1400e-003**		**256.1563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5058	11.8619	11.1331	0.0222		0.5647	0.5647		0.5464	0.5464	0.0000	2,036.9540	2,036.9540	0.4028		2,047.0236
Total	**1.5058**	**11.8619**	**11.1331**	**0.0222**		**0.5647**	**0.5647**		**0.5464**	**0.5464**	**0.0000**	**2,036.9540**	**2,036.9540**	**0.4028**		**2,047.0236**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.7000e-004	0.0265	7.3800e-003	5.0000e-005	1.0100e-003	8.0000e-005	1.0900e-003	2.8000e-004	7.0000e-005	3.5000e-004		5.9209	5.9209	6.6000e-004		5.9373
Vendor	6.3200e-003	0.1088	0.0635	3.4000e-004	0.0125	4.0000e-004	0.0129	3.7600e-003	3.8000e-004	4.1400e-003		35.4618	35.4618	7.1000e-004		35.4796
Worker	0.1308	0.0988	0.8803	2.1600e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		214.5703	214.5703	6.7700e-003		214.7394
Total	**0.1378**	**0.2341**	**0.9512**	**2.5500e-003**	**0.2662**	**2.0400e-003**	**0.2682**	**0.0711**	**1.8900e-003**	**0.0729**		**255.9529**	**255.9529**	**8.1400e-003**		**256.1563**

3.4 Segment 2 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3467	1.7850	1.9501	3.0900e-003		0.0849	0.0849		0.0849	0.0849		245.3650	245.3650	0.0310		246.1387
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3467**	**1.7850**	**1.9501**	**3.0900e-003**		**0.0849**	**0.0849**		**0.0849**	**0.0849**		**245.3650**	**245.3650**	**0.0310**		**246.1387**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4000e-004	0.0133	3.6900e-003	3.0000e-005	5.1000e-004	4.0000e-005	5.5000e-004	1.4000e-004	4.0000e-005	1.8000e-004		2.9604	2.9604	3.3000e-004		2.9687
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1308	0.0988	0.8803	2.1600e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		214.5703	214.5703	6.7700e-003		214.7394
Total	**0.1312**	**0.1120**	**0.8840**	**2.1900e-003**	**0.2531**	**1.6000e-003**	**0.2547**	**0.0672**	**1.4800e-003**	**0.0686**		**217.5307**	**217.5307**	**7.1000e-003**		**217.7081**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3467	1.7850	1.9501	3.0900e-003		0.0849	0.0849		0.0849	0.0849	0.0000	245.3650	245.3650	0.0310		246.1387
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3467**	**1.7850**	**1.9501**	**3.0900e-003**		**0.0849**	**0.0849**		**0.0849**	**0.0849**	**0.0000**	**245.3650**	**245.3650**	**0.0310**		**246.1387**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	3.4000e-004	0.0133	3.6900e-003	3.0000e-005	5.1000e-004	4.0000e-005	5.5000e-004	1.4000e-004	4.0000e-005	1.8000e-004		2.9604	2.9604	3.3000e-004		2.9687
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1308	0.0988	0.8803	2.1600e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		214.5703	214.5703	6.7700e-003		214.7394
Total	**0.1312**	**0.1120**	**0.8840**	**2.1900e-003**	**0.2531**	**1.6000e-003**	**0.2547**	**0.0672**	**1.4800e-003**	**0.0686**		**217.5307**	**217.5307**	**7.1000e-003**		**217.7081**

3.5 Segment 3 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.4400e-003	0.0000	4.4400e-003	4.8000e-004	0.0000	4.8000e-004			0.0000			0.0000
Off-Road	3.1834	25.9159	28.6680	0.0484		1.3719	1.3719		1.3372	1.3372		4,524.3572	4,524.3572	0.6466		4,540.5225
Total	**3.1834**	**25.9159**	**28.6680**	**0.0484**	**4.4400e-003**	**1.3719**	**1.3764**	**4.8000e-004**	**1.3372**	**1.3377**		**4,524.3572**	**4,524.3572**	**0.6466**		**4,540.5225**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4000e-004	0.0136	3.7800e-003	3.0000e-005	5.2000e-004	4.0000e-005	5.6000e-004	1.4000e-004	4.0000e-005	1.8000e-004		3.0293	3.0293	3.4000e-004		3.0377
Vendor	0.0253	0.4351	0.2540	1.3700e-003	0.0502	1.5800e-003	0.0518	0.0151	1.5100e-003	0.0166		141.8471	141.8471	2.8500e-003		141.9184
Worker	0.1635	0.1235	1.1004	2.7000e-003	0.3158	1.9500e-003	0.3177	0.0838	1.7900e-003	0.0856		268.2128	268.2128	8.4600e-003		268.4243
Total	**0.1891**	**0.5722**	**1.3582**	**4.1000e-003**	**0.3665**	**3.5700e-003**	**0.3700**	**0.0990**	**3.3400e-003**	**0.1023**		**413.0892**	**413.0892**	**0.0117**		**413.3804**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7300e-003	0.0000	1.7300e-003	1.9000e-004	0.0000	1.9000e-004			0.0000			0.0000
Off-Road	3.1834	25.9159	28.6680	0.0484		1.3719	1.3719		1.3372	1.3372	0.0000	4,524.3572	4,524.3572	0.6466		4,540.5224
Total	**3.1834**	**25.9159**	**28.6680**	**0.0484**	**1.7300e-003**	**1.3719**	**1.3736**	**1.9000e-004**	**1.3372**	**1.3374**	**0.0000**	**4,524.3572**	**4,524.3572**	**0.6466**		**4,540.5224**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4000e-004	0.0136	3.7800e-003	3.0000e-005	5.2000e-004	4.0000e-005	5.6000e-004	1.4000e-004	4.0000e-005	1.8000e-004		3.0293	3.0293	3.4000e-004		3.0377
Vendor	0.0253	0.4351	0.2540	1.3700e-003	0.0502	1.5800e-003	0.0518	0.0151	1.5100e-003	0.0166		141.8471	141.8471	2.8500e-003		141.9184
Worker	0.1635	0.1235	1.1004	2.7000e-003	0.3158	1.9500e-003	0.3177	0.0838	1.7900e-003	0.0856		268.2128	268.2128	8.4600e-003		268.4243
Total	**0.1891**	**0.5722**	**1.3582**	**4.1000e-003**	**0.3665**	**3.5700e-003**	**0.3700**	**0.0990**	**3.3400e-003**	**0.1023**		**413.0892**	**413.0892**	**0.0117**		**413.3804**

3.6 Segment 4 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6935	3.5701	3.9002	6.1800e-003		0.1697	0.1697		0.1697	0.1697		490.7299	490.7299	0.0619		492.2774
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6935**	**3.5701**	**3.9002**	**6.1800e-003**		**0.1697**	**0.1697**		**0.1697**	**0.1697**		**490.7299**	**490.7299**	**0.0619**		**492.2774**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4000e-004	0.0136	3.7800e-003	3.0000e-005	5.2000e-004	4.0000e-005	5.6000e-004	1.4000e-004	4.0000e-005	1.8000e-004		3.0293	3.0293	3.4000e-004		3.0377
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1308	0.0988	0.8803	2.1600e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		214.5703	214.5703	6.7700e-003		214.7394
Total	**0.1312**	**0.1123**	**0.8841**	**2.1900e-003**	**0.2531**	**1.6000e-003**	**0.2547**	**0.0672**	**1.4800e-003**	**0.0686**		**217.5995**	**217.5995**	**7.1100e-003**		**217.7771**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6935	3.5701	3.9002	6.1800e-003		0.1697	0.1697		0.1697	0.1697	0.0000	490.7299	490.7299	0.0619		492.2774

Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6935**	**3.5701**	**3.9002**	**6.1800e-003**		**0.1697**	**0.1697**		**0.1697**	**0.1697**	**0.0000**	**490.7299**	**490.7299**	**0.0619**		**492.2774**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4000e-004	0.0136	3.7800e-003	3.0000e-005	5.2000e-004	4.0000e-005	5.6000e-004	1.4000e-004	4.0000e-005	1.8000e-004		3.0293	3.0293	3.4000e-004		3.0377
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1308	0.0988	0.8803	2.1600e-003	0.2526	1.5600e-003	0.2542	0.0670	1.4400e-003	0.0685		214.5703	214.5703	6.7700e-003		214.7394
Total	**0.1312**	**0.1123**	**0.8841**	**2.1900e-003**	**0.2531**	**1.6000e-003**	**0.2547**	**0.0672**	**1.4800e-003**	**0.0686**		**217.5995**	**217.5995**	**7.1100e-003**		**217.7771**

L80 Abandonment and Removal

Santa Barbara-South of Santa Ynez Range County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	37
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Construction Phase - Schedule

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Off-road Equipment - Client data.

Trips and VMT - Client data.

Grading - Segment 1 - 27,560 sf work area plus 5,200 sf ramp. Segment 3, 5 feet-wide by 1,565 feet long trench

Construction Off-road Equipment Mitigation - SBCAPCD Rule 345.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	NumDays	100.00	22.00
tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	2.00	43.00
tblConstructionPhase	NumDays	5.00	43.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Segment 1

tblOffRoadEquipment	PhaseName		Segment 1
tblOffRoadEquipment	PhaseName		Segment 1
tblOffRoadEquipment	PhaseName		L159
tblOffRoadEquipment	PhaseName		L159
tblOffRoadEquipment	PhaseName		L159
tblOffRoadEquipment	PhaseName		L159
tblOffRoadEquipment	PhaseName		Segment 2
tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 3
tblOffRoadEquipment	PhaseName		Segment 4
tblOffRoadEquipment	UsageHours	8.00	6.00
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripLength	20.00	6.40
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00

tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	MHDT
tblTripsAndVMT	WorkerTripNumber	18.00	40.00
tblTripsAndVMT	WorkerTripNumber	0.00	40.00
tblTripsAndVMT	WorkerTripNumber	23.00	40.00
tblTripsAndVMT	WorkerTripNumber	35.00	50.00
tblTripsAndVMT	WorkerTripNumber	10.00	40.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1342	0.9599	1.0847	1.9500e-003	0.0224	0.0484	0.0707	5.9300e-003	0.0472	0.0531	0.0000	164.1486	164.1486	0.0222	0.0000	164.7041
Maximum	**0.1342**	**0.9599**	**1.0847**	**1.9500e-003**	**0.0224**	**0.0484**	**0.0707**	**5.9300e-003**	**0.0472**	**0.0531**	**0.0000**	**164.1486**	**164.1486**	**0.0222**	**0.0000**	**164.7041**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Year	tons/yr										MT/yr					
2021	0.1342	0.9599	1.0847	1.9500e-003	0.0221	0.0484	0.0704	5.9000e-003	0.0472	0.0531	0.0000	164.1484	164.1484	0.0222	0.0000	164.7040
Maximum	**0.1342**	**0.9599**	**1.0847**	**1.9500e-003**	**0.0221**	**0.0484**	**0.0704**	**5.9000e-003**	**0.0472**	**0.0531**	**0.0000**	**164.1484**	**164.1484**	**0.0222**	**0.0000**	**164.7040**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**0.00**	**0.42**	**0.51**	**0.00**	**0.06**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**4-1-2021**	**6-30-2021**	1.0687	1.0687
		Highest	1.0687	1.0687

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Segment 1	Grading	4/1/2021	4/30/2021	5	22	
2	L159	Building Construction	4/1/2021	4/30/2021	5	22	
3	Segment 2	Paving	4/1/2021	4/30/2021	5	22	
4	Segment 3	Grading	5/3/2021	6/30/2021	5	43	
5	Segment 4	Paving	5/3/2021	6/30/2021	5	43	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Segment 1	Concrete/Industrial Saws	2	8.00	81	0.73
Segment 1	Cranes	1	4.00	231	0.29
Segment 1	Excavators	1	3.00	158	0.38
Segment 1	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Segment 1	Welders	2	8.00	46	0.45
L159	Bore/Drill Rigs	1	4.00	221	0.50
L159	Cement and Mortar Mixers	1	6.00	9	0.56
L159	Cranes	1	4.00	231	0.29
L159	Pumps	1	8.00	84	0.74
L159	Tractors/Loaders/Backhoes	1	6.00	97	0.37
L159	Welders	2	8.00	46	0.45
Segment 2	Cement and Mortar Mixers	1	6.00	9	0.56
Segment 2	Welders	8	1.00	46	0.45
Segment 3	Air Compressors	1	6.00	78	0.48
Segment 3	Concrete/Industrial Saws	2	8.00	81	0.73
Segment 3	Cranes	1	4.00	231	0.29
Segment 3	Excavators	1	3.00	158	0.38
Segment 3	Generator Sets	2	8.00	84	0.74
Segment 3	Pavers	1	7.00	130	0.42
Segment 3	Signal Boards	1	8.00	6	0.82
Segment 3	Sweepers/Scrubbers	1	1.00	64	0.46
Segment 3	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Segment 3	Welders	2	8.00	46	0.45
Segment 4	Cement and Mortar Mixers	2	6.00	9	0.56
Segment 4	Welders	2	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Segment 1	7	40.00	8.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT

L159	7	40.00	2.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT
Segment 2	9	40.00	0.00	2.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT
Segment 3	14	50.00	8.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT
Segment 4	4	40.00	0.00	4.00	8.30	6.40	6.40	LD_Mix	MHDT	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Segment 1 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.0000e-004	0.0000	4.0000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1512	0.1617	2.7000e-004		7.8700e-003	7.8700e-003		7.6800e-003	7.6800e-003	0.0000	22.8809	22.8809	3.4600e-003	0.0000	22.9675
Total	**0.0199**	**0.1512**	**0.1617**	**2.7000e-004**	**4.0000e-004**	**7.8700e-003**	**8.2700e-003**	**4.0000e-005**	**7.6800e-003**	**7.7200e-003**	**0.0000**	**22.8809**	**22.8809**	**3.4600e-003**	**0.0000**	**22.9675**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.0000e-004	8.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0603	0.0603	1.0000e-005	0.0000	0.0605
Vendor	2.7000e-004	4.8200e-003	2.7100e-003	2.0000e-005	5.4000e-004	2.0000e-005	5.6000e-004	1.6000e-004	2.0000e-005	1.8000e-004	0.0000	1.4175	1.4175	3.0000e-005	0.0000	1.4182

Worker	1.3100e-003	1.0600e-003	9.4500e-003	2.0000e-005	2.7200e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.1442	2.1442	7.0000e-005	0.0000	2.1458
Total	**1.5900e-003**	**6.1800e-003**	**0.0122**	**4.0000e-005**	**3.2700e-003**	**4.0000e-005**	**3.3000e-003**	**8.8000e-004**	**4.0000e-005**	**9.2000e-004**	**0.0000**	**3.6220**	**3.6220**	**1.1000e-004**	**0.0000**	**3.6245**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.6000e-004	0.0000	1.6000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1512	0.1617	2.7000e-004		7.8700e-003	7.8700e-003		7.6800e-003	7.6800e-003	0.0000	22.8809	22.8809	3.4600e-003	0.0000	22.9674
Total	**0.0199**	**0.1512**	**0.1617**	**2.7000e-004**	**1.6000e-004**	**7.8700e-003**	**8.0300e-003**	**2.0000e-005**	**7.6800e-003**	**7.7000e-003**	**0.0000**	**22.8809**	**22.8809**	**3.4600e-003**	**0.0000**	**22.9674**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.0000e-004	8.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0603	0.0603	1.0000e-005	0.0000	0.0605
Vendor	2.7000e-004	4.8200e-003	2.7100e-003	2.0000e-005	5.4000e-004	2.0000e-005	5.6000e-004	1.6000e-004	2.0000e-005	1.8000e-004	0.0000	1.4175	1.4175	3.0000e-005	0.0000	1.4182
Worker	1.3100e-003	1.0600e-003	9.4500e-003	2.0000e-005	2.7200e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.1442	2.1442	7.0000e-005	0.0000	2.1458
Total	**1.5900e-003**	**6.1800e-003**	**0.0122**	**4.0000e-005**	**3.2700e-003**	**4.0000e-005**	**3.3000e-003**	**8.8000e-004**	**4.0000e-005**	**9.2000e-004**	**0.0000**	**3.6220**	**3.6220**	**1.1000e-004**	**0.0000**	**3.6245**

3.3 L159 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0166	0.1305	0.1225	2.4000e-004		6.2100e-003	6.2100e-003		6.0100e-003	6.0100e-003	0.0000	20.3268	20.3268	4.0200e-003	0.0000	20.4273
Total	**0.0166**	**0.1305**	**0.1225**	**2.4000e-004**		**6.2100e-003**	**6.2100e-003**		**6.0100e-003**	**6.0100e-003**	**0.0000**	**20.3268**	**20.3268**	**4.0200e-003**	**0.0000**	**20.4273**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.0000e-004	8.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0603	0.0603	1.0000e-005	0.0000	0.0605
Vendor	7.0000e-005	1.2000e-003	6.8000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.3544	0.3544	1.0000e-005	0.0000	0.3545
Worker	1.3100e-003	1.0600e-003	9.4500e-003	2.0000e-005	2.7200e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.1442	2.1442	7.0000e-005	0.0000	2.1458
Total	**1.3900e-003**	**2.5600e-003**	**0.0102**	**2.0000e-005**	**2.8700e-003**	**2.0000e-005**	**2.8800e-003**	**7.6000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5588**	**2.5588**	**9.0000e-005**	**0.0000**	**2.5609**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	0.0166	0.1305	0.1225	2.4000e-004		6.2100e-003	6.2100e-003		6.0100e-003	6.0100e-003	0.0000	20.3268	20.3268	4.0200e-003	0.0000	20.4273
Total	**0.0166**	**0.1305**	**0.1225**	**2.4000e-004**		**6.2100e-003**	**6.2100e-003**		**6.0100e-003**	**6.0100e-003**	**0.0000**	**20.3268**	**20.3268**	**4.0200e-003**	**0.0000**	**20.4273**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.0000e-004	8.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0603	0.0603	1.0000e-005	0.0000	0.0605
Vendor	7.0000e-005	1.2000e-003	6.8000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.3544	0.3544	1.0000e-005	0.0000	0.3545
Worker	1.3100e-003	1.0600e-003	9.4500e-003	2.0000e-005	2.7200e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.1442	2.1442	7.0000e-005	0.0000	2.1458
Total	**1.3900e-003**	**2.5600e-003**	**0.0102**	**2.0000e-005**	**2.8700e-003**	**2.0000e-005**	**2.8800e-003**	**7.6000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5588**	**2.5588**	**9.0000e-005**	**0.0000**	**2.5609**

3.4 Segment 2 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8100e-003	0.0196	0.0215	3.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	2.4485	2.4485	3.1000e-004	0.0000	2.4562
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.8100e-003**	**0.0196**	**0.0215**	**3.0000e-005**		**9.3000e-004**	**9.3000e-004**		**9.3000e-004**	**9.3000e-004**	**0.0000**	**2.4485**	**2.4485**	**3.1000e-004**	**0.0000**	**2.4562**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.5000e-004	4.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0302	0.0302	0.0000	0.0000	0.0302
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3100e-003	1.0600e-003	9.4500e-003	2.0000e-005	2.7200e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.1442	2.1442	7.0000e-005	0.0000	2.1458
Total	**1.3100e-003**	**1.2100e-003**	**9.4900e-003**	**2.0000e-005**	**2.7300e-003**	**2.0000e-005**	**2.7400e-003**	**7.2000e-004**	**2.0000e-005**	**7.4000e-004**	**0.0000**	**2.1743**	**2.1743**	**7.0000e-005**	**0.0000**	**2.1761**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8100e-003	0.0196	0.0215	3.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	2.4485	2.4485	3.1000e-004	0.0000	2.4562
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.8100e-003**	**0.0196**	**0.0215**	**3.0000e-005**		**9.3000e-004**	**9.3000e-004**		**9.3000e-004**	**9.3000e-004**	**0.0000**	**2.4485**	**2.4485**	**3.1000e-004**	**0.0000**	**2.4562**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	1.5000e-004	4.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0302	0.0302	0.0000	0.0000	0.0302
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3100e-003	1.0600e-003	9.4500e-003	2.0000e-005	2.7200e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.1442	2.1442	7.0000e-005	0.0000	2.1458
Total	**1.3100e-003**	**1.2100e-003**	**9.4900e-003**	**2.0000e-005**	**2.7300e-003**	**2.0000e-005**	**2.7400e-003**	**7.2000e-004**	**2.0000e-005**	**7.4000e-004**	**0.0000**	**2.1743**	**2.1743**	**7.0000e-005**	**0.0000**	**2.1761**

3.5 Segment 3 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0684	0.5572	0.6164	1.0400e-003		0.0295	0.0295		0.0288	0.0288	0.0000	88.2452	88.2452	0.0126	0.0000	88.5605
Total	**0.0684**	**0.5572**	**0.6164**	**1.0400e-003**	**1.0000e-004**	**0.0295**	**0.0296**	**1.0000e-005**	**0.0288**	**0.0288**	**0.0000**	**88.2452**	**88.2452**	**0.0126**	**0.0000**	**88.5605**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.0000e-004	8.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0603	0.0603	1.0000e-005	0.0000	0.0605
Vendor	5.3000e-004	9.4200e-003	5.2900e-003	3.0000e-005	1.0600e-003	3.0000e-005	1.0900e-003	3.2000e-004	3.0000e-005	3.5000e-004	0.0000	2.7705	2.7705	5.0000e-005	0.0000	2.7719
Worker	3.2000e-003	2.6000e-003	0.0231	6.0000e-005	6.6400e-003	4.0000e-005	6.6800e-003	1.7600e-003	4.0000e-005	1.8000e-003	0.0000	5.2386	5.2386	1.6000e-004	0.0000	5.2427

Total	**3.7400e-003**	**0.0123**	**0.0285**	**9.0000e-005**	**7.7100e-003**	**7.0000e-005**	**7.7800e-003**	**2.0800e-003**	**7.0000e-005**	**2.1500e-003**	**0.0000**	**8.0694**	**8.0694**	**2.2000e-004**	**0.0000**	**8.0750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.0000e-005	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0684	0.5572	0.6164	1.0400e-003		0.0295	0.0295		0.0288	0.0288	0.0000	88.2451	88.2451	0.0126	0.0000	88.5604
Total	**0.0684**	**0.5572**	**0.6164**	**1.0400e-003**	**4.0000e-005**	**0.0295**	**0.0295**	**0.0000**	**0.0288**	**0.0288**	**0.0000**	**88.2451**	**88.2451**	**0.0126**	**0.0000**	**88.5604**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.0000e-004	8.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0603	0.0603	1.0000e-005	0.0000	0.0605
Vendor	5.3000e-004	9.4200e-003	5.2900e-003	3.0000e-005	1.0600e-003	3.0000e-005	1.0900e-003	3.2000e-004	3.0000e-005	3.5000e-004	0.0000	2.7705	2.7705	5.0000e-005	0.0000	2.7719
Worker	3.2000e-003	2.6000e-003	0.0231	6.0000e-005	6.6400e-003	4.0000e-005	6.6800e-003	1.7600e-003	4.0000e-005	1.8000e-003	0.0000	5.2386	5.2386	1.6000e-004	0.0000	5.2427
Total	**3.7400e-003**	**0.0123**	**0.0285**	**9.0000e-005**	**7.7100e-003**	**7.0000e-005**	**7.7800e-003**	**2.0800e-003**	**7.0000e-005**	**2.1500e-003**	**0.0000**	**8.0694**	**8.0694**	**2.2000e-004**	**0.0000**	**8.0750**

3.6 Segment 4 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0149	0.0768	0.0839	1.3000e-004		3.6500e-003	3.6500e-003		3.6500e-003	3.6500e-003	0.0000	9.5714	9.5714	1.2100e-003	0.0000	9.6016
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0149**	**0.0768**	**0.0839**	**1.3000e-004**		**3.6500e-003**	**3.6500e-003**		**3.6500e-003**	**3.6500e-003**	**0.0000**	**9.5714**	**9.5714**	**1.2100e-003**	**0.0000**	**9.6016**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.0000e-004	8.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0603	0.0603	1.0000e-005	0.0000	0.0605
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5600e-003	2.0800e-003	0.0185	5.0000e-005	5.3100e-003	3.0000e-005	5.3500e-003	1.4100e-003	3.0000e-005	1.4400e-003	0.0000	4.1908	4.1908	1.3000e-004	0.0000	4.1941
Total	**2.5700e-003**	**2.3800e-003**	**0.0186**	**5.0000e-005**	**5.3200e-003**	**3.0000e-005**	**5.3600e-003**	**1.4100e-003**	**3.0000e-005**	**1.4400e-003**	**0.0000**	**4.2512**	**4.2512**	**1.4000e-004**	**0.0000**	**4.2546**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	0.0149	0.0768	0.0839	1.3000e-004		3.6500e-003	3.6500e-003		3.6500e-003	3.6500e-003	0.0000	9.5714	9.5714	1.2100e-003	0.0000	9.6016
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0149**	**0.0768**	**0.0839**	**1.3000e-004**		**3.6500e-003**	**3.6500e-003**		**3.6500e-003**	**3.6500e-003**	**0.0000**	**9.5714**	**9.5714**	**1.2100e-003**	**0.0000**	**9.6016**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.0000e-004	8.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0603	0.0603	1.0000e-005	0.0000	0.0605
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5600e-003	2.0800e-003	0.0185	5.0000e-005	5.3100e-003	3.0000e-005	5.3500e-003	1.4100e-003	3.0000e-005	1.4400e-003	0.0000	4.1908	4.1908	1.3000e-004	0.0000	4.1941
Total	**2.5700e-003**	**2.3800e-003**	**0.0186**	**5.0000e-005**	**5.3200e-003**	**3.0000e-005**	**5.3600e-003**	**1.4100e-003**	**3.0000e-005**	**1.4400e-003**	**0.0000**	**4.2512**	**4.2512**	**1.4000e-004**	**0.0000**	**4.2546**